



Annual Report
2018

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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.

Cover image courtesy of BP

Mission

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



Chairman's report



MARK ROSS, CHAIRMAN

In late 2017, I had the honour and privilege of taking over the chairmanship of OCIMF from Dr Grahaeme Henderson, who led the organisation for the preceding three years. On behalf of the OCIMF membership, the Secretariat and our shipping community, I would like to thank Grahaeme for his excellent work at OCIMF. He has contributed so much to the safety of mariners and the environmental performance of our sector.

OCIMF has played a major role in the impressive improvement in oil tanker performance in the 48 years since OCIMF was created. In the last year we have prioritised the work that will provide the most benefit to mariners, ship operators and the shipping community.

The number of large oil tanker spills reduces each year, which is a testament to the guidance, recommendations and best practices OCIMF produces for the tanker sector. Our thoughts go out to the families of the MT Sanchi whose crew were lost following a collision in January. The investigation report will discover the root causes of this tragic incident. OCIMF will consider which of those lessons need to be incorporated into our publications and programmes

so that we can continue to make our sector safer and cleaner.

The review of Strategy 2020 refocused our regional programme towards engagement with the local maritime community around the world. Last year we held Regional Marine Forums in Tampa, USA; Cartagena, Colombia and Dubai, UAE. We received considerable support for the new format. In 2018 we will hold Regional Marine Forums in Tokyo, Japan; Rome, Italy; Stamford, USA; Dubai, UAE and Quito, Ecuador. I recommend attending the forum in your region.

OCIMF continues to be at the forefront of safety improvement in the industry. In 2015, a mooring incident in Milford Haven resulted in an investigation by the UK Marine Accident Investigation Branch (MAIB). OCIMF worked closely with the MAIB during and after their investigation and has incorporated relevant lessons into the fourth edition of the *Mooring Equipment Guidelines (MEG4)*, which will be released in 2018. I recommend all terminals and ship operators review this new edition and act on the guidance and recommendations in it.

In early 2017, OCIMF produced an information paper on the safety benefits of installing and using inert gas systems on tankers that are not currently required to have them fitted. In 2016, the International Maritime Organization (IMO) reduced the requirements for fitting inert gas systems to 8,000 dwt for new vessels. The safety of smaller tankers carrying flammable cargoes can only be improved through the use of inert gas.

Security remains an important concern for OCIMF. I was pleased the EU renewed their operation Atalanta mission in the western Indian Ocean for a further two years to 2020. OCIMF remains engaged with this mission and with the information centres Marine Domain Awareness for Trade – Gulf of Guinea (MDAT-GoG) and the Regional Cooperation Agreement on

Combating Piracy and Armed Robbery against Ships in Asia (ReCAAP) Information Sharing Centre in the South China sea. They improve the safety and security of all marine traffic and we support their efforts to keep the sea lanes open to maritime trade.

OCIMF has had another successful year. 2018 will be equally busy as we start reviews of the *International Safety Guide for Oil Tankers and Terminals (ISGOTT)* and SIRE, our highly successful ship inspection programme.

The strength of OCIMF is in its committee structure and the breadth of knowledge and experience of the members who support our vital work. I would like to thank you for your continued support and the OCIMF Secretariat for their dedicated professionalism. We remain a healthy and relevant safety and environmentally focused organisation that continues to make oil transportation safer and cleaner.

A handwritten signature in dark ink, appearing to read 'Mark Ross', written in a cursive style.

Mark Ross, Chairman

“The strength of OCIMF is in its committee structure and the breadth of knowledge and experience of the members who support our vital work.”

OCIMF membership

Abu Dhabi Company for Onshore Oil Operations (ADCO)

Abu Dhabi National Oil Company (ADNOC)

Addax Oryx Group

Administracion Nacional de Combustibles Alcohol y Portland (ANCAP)

Aker BP ASA

Ampol Group

Anadarko Petroleum Corporation

Angola LNG

Bakri International Energy Company Limited

BASF SE

BHP Billiton Limited

Borealis AG

BP Shipping Limited

Braskem SA

Cargill Ocean Transportation

Cenovus Energy Inc

Centrica PLC

Cheniere Energy Inc

Chevron Shipping Company LLC

CNOOC

Compagnie de Distribution des Hydrocarbures (LyondelBasell)

Compania Espanola de Petroleos SA (CEPSA)

ConocoPhillips

Dana Petroleum Ltd

Dolphin Energy Ltd

Ecopetrol S.A.

Emirates National Oil Company (ENOC)

Empresa Nacional del Petroleos (ENAP)

Enel Trade SpA

Energy Transfer Partners LP

Engen Petroleum Limited

ENGIE

Eni SpA

EP Petroecuador

Essar Oil Limited

Excelerate Energy LLC

Gas Natural Aprovechamientos SDG SA

Gazprom Global LNG Ltd

Hellenic Petroleum SA

Hess Corporation

Husky Energy

Indian Oil Corporation Limited

INEOS Europe AG

INPEX Corporation

International Marine Transportation Limited (IMT)

Irving Oil Ltd

KMG International NV

Koch Shipping PTE Ltd

Kosmos Energy LLC

Kuwait Oil Company

LUKOIL Oil Company

Marathon Oil Company

Marathon Petroleum Co. LP

Marquard & Bahls AG

Martin Midstream Partners

Maxcom Petroli SpA

Medco E&P Natuna Ltd

Motor Oil (Hellas) Corinth Refineries SA

Neste Corporation

Nigeria LNG Limited

NuStar Energy LP

Occidental Energy Marketing Inc

OCENSA

OLT Offshore LNG Toscana SpA

OMV Refining & Marketing GmbH

Pampa Energia SA

Pan American Energy LLC SUC ARG

PDV Marina SA

Pertamina

Petrobras

Petróleos de Portugal – PETROGAL, SA

Petroleos Mexicanos (PEMEX)

Petroleum Industry Marine Association of Japan*

Petronas Sungai Udang Port Sdn Bhd

Petron Corporation

Petroperu SA

Petrovietnam

Phillips 66 Company

Pluspetrol Peru Corporation SA

Preem AB

Primorsk Oil Terminal

PTT Public Limited Company

Qatar International Petroleum Marketing Co Limited (“Tasweeq”)

Qatar Petroleum Corporation

Quadrant Energy Australia Ltd

Reliance Industries Limited

Repsol

Royal Vopak NV

SARAS SpA

Saudi Arabian Oil Company (Saudi Aramco)

Sempra LNG

Shell International Trading and Shipping Company Limited

Singapore LNG Corporation Pte Ltd

Sonangol USA

Statoil ASA

Suncor Energy Inc

Targa Resources

Tesoro Maritime Company

Total SA

Tullow Oil Plc

Valero Marketing & Supply Co

Vermillion Energy Resources

Viva Energy Australia Ltd

Vivo Energy

Woodside Energy Ltd

World Fuel Services Corporation

YPF S.A

Correct May 2018. For an up-to-date membership list please visit www.ocimf.org.

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

Director's review



ANDREW CASSELS, DIRECTOR

“The OCIMF suite of programmes – SIRE, OVID and MTIS – provide quality information that supports the safe use of vessels and terminals and has made our oil tanker sector one of the safest in the industry.”

I am pleased to report that OCIMF remains more relevant today than ever. Its books and information papers continue to provide sound guidance, recommendations and best practices to oil tanker, offshore support vessel and terminal operators globally, supporting ever safer and environmentally sound operations in our sector of the maritime industry. The OCIMF suite of programmes – SIRE, OVID and MTIS – provide quality information that supports the safe use of vessels and terminals and has made our oil tanker sector one of the safest in the industry.

In 2017, we revised and published the third edition of the *Tanker Management and Self Assessment (TMSA3)* book and programme, which gives tanker operators guidance on the management of tanker fleets of all sizes, and the means with which to measure themselves and establish continuous improvement goals for safer operations and higher environmental performance.

Tankers ply their trade throughout the world and are always able to safely connect and operate at oil terminals regardless of what country they are in. This is because OCIMF, in 1971, published the *Standards for Oil Tanker Manifolds and Associated Equipment*. Last year we joined forces with the Chemical Distribution Institute (CDI) to publish the first edition of the *Recommendations for Oil and Chemical Tanker Manifolds and Associated Equipment*. This edition establishes recommendations across a wider range of vessel sizes across oil and chemical tankers, continuing the guidance to ship and terminal designers to ensure safe and efficient cargo operations.

Four information papers were published with subjects ranging from cyber security, the Northern Sea

Route, linked ship/shore connections for tankers and inert gas on smaller tankers. Each paper addresses very real and current issues and provides advice and guidance for improving the safety of tanker operations.

The new Regional Marine Forum format was launched during the year and has proven very popular. Our new format is designed to engage with the wider maritime community in the areas where the forums are held. Forums have been held in Tampa (USA), Dubai (UAE) and Cartagena (Colombia). These will be followed by five more in 2018 in Stamford (USA), Tokyo (Japan), Rome (Italy), Quito (Ecuador) and Dubai (UAE). Our Regional Marine Forums provide vital information to the many maritime businesses that interface with oil tankers and supply vessels and their terminals. Our forums fulfil our third objective: to advocate and thereby influence the maritime industry to adopt OCIMF guidance, recommendations and best practices.

The OCIMF suite of programmes continue their vital role in making tanker operations safe and supporting the 350 SIRE recipient companies to conduct their due diligence before using vessels or allowing them access to a terminal. SIRE was developed in 1993 to reduce the number of charterer inspections on tankers. In the 90s it was common to have multiple inspectors wanting to inspect a ship at one time; today, each inspection report in SIRE is shared over seven times. The use of all three inspection programmes is rapidly growing, with downloaded report numbers increasing between 10% and 25%. In 2017 alone, tanker reports were downloaded over 158,000 times, barges 32,000 times and offshore vessels 1,500 times.

We have also focused on improving the user experience of our Marine



Terminal Information System (MTIS) to encourage wider engagement with terminal operators. Amongst its many benefits, industry use of the system will allow captains, charterers and ship operators to access accurate data to assure themselves and the terminal operator that a vessel can berth safely. In 2017, MTIS has seen a 10% rise in terminals using the system.

2017 saw the launch of the OCIMF Barge Strategy by the Global Inland and Coastal Barging Focus Group. This focus group will provide the central drive for OCIMF on barge matters and will be supported by four regional barge groups and centrally by a new Technical Adviser (Barges) secondeed who will be recruited in 2018. Focused coordination of our barge activities by this group will produce the improvements in safety and environmental performance that we have seen in the oil tanker sector.

The Cyber Working Group has had its first full year of operation and has achieved much. Cyber security is clearly an up-and-coming industry issue, which was made very evident by the NotPetya virus that affected many businesses, including shipping. In this case, the shipping company affected was not the target; however, it demonstrated to the maritime community that we must be better prepared. OCIMF supported the publication of *The Guidelines On Cyber Security Onboard Ships*, which is available for free download from the OCIMF website. The Cyber Working Group also joined forces with the International Association of

Classification Societies to support their deliberations on Class rules for new builds. OCIMF also supported the production of the award-winning *Be Cyber Aware at Sea* video, which aims to raise awareness of the increasing maritime cyber threats to international shipping, ports and offshore.

It is well known that, as Aristotle is reputed to have said, the whole is greater than the sum of its parts. In 2015 OCIMF and INTERTANKO joined forces on two joint safety initiatives, one focused on competency assessment and verification and the other on communicating lessons learned and creating an industry database of accidents. If supported by ship operators, the database will provide accident information to ship operators to make their fleets safer, and to IMO to inform their regulation effort. Both initiatives are on track to deliver their objectives on time and both are great examples of how successful the shipping sector can be if we work together.

Maritime security continues to be at the forefront of our members' minds. Although by one metric we are experiencing the lowest rate of piracy and armed robbery for many years, there remain areas of concern that need government and industry support to eradicate this scourge from the seas. During the year, OCIMF has supported EUNAVFOR and we are pleased to hear that their mission in the western Indian Ocean and Gulf of Aden has been extended by a further two years through until the end of

2020. This mission has successfully suppressed piracy in these waters in the same way that the littoral states in the South China Seas have had a dampening effect on maritime crimes there. However, there remains a persistent level of maritime crime in the Gulf of Guinea, which we can address if government and industry work together.

OCIMF engages in a very broad range of activities and issues right across the maritime spectrum and produces programmes and publications that support the safe and environmentally responsible operation of oil tankers, terminals and offshore supply vessels, promoting continuous improvement. This is only possible through the engagement of our members with the committees, focus groups and working groups that provide the intellectual strength to OCIMF. If the committees are the strength of OCIMF, the Secretariat is the skeleton. This combination has been the recipe of our success over the last 48 years. Our membership stands at 109 companies, which are supported by 14 OCIMF staff and 7, soon to be 8, secondeed technical staff. My thanks go to all those who have given their time and effort in the last year.

Andrew Cassels
Director

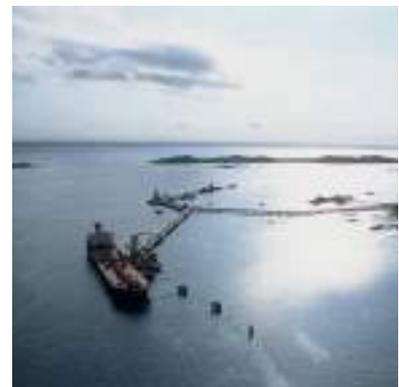
About OCIMF

HISTORY

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

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

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



OCIMF TODAY

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

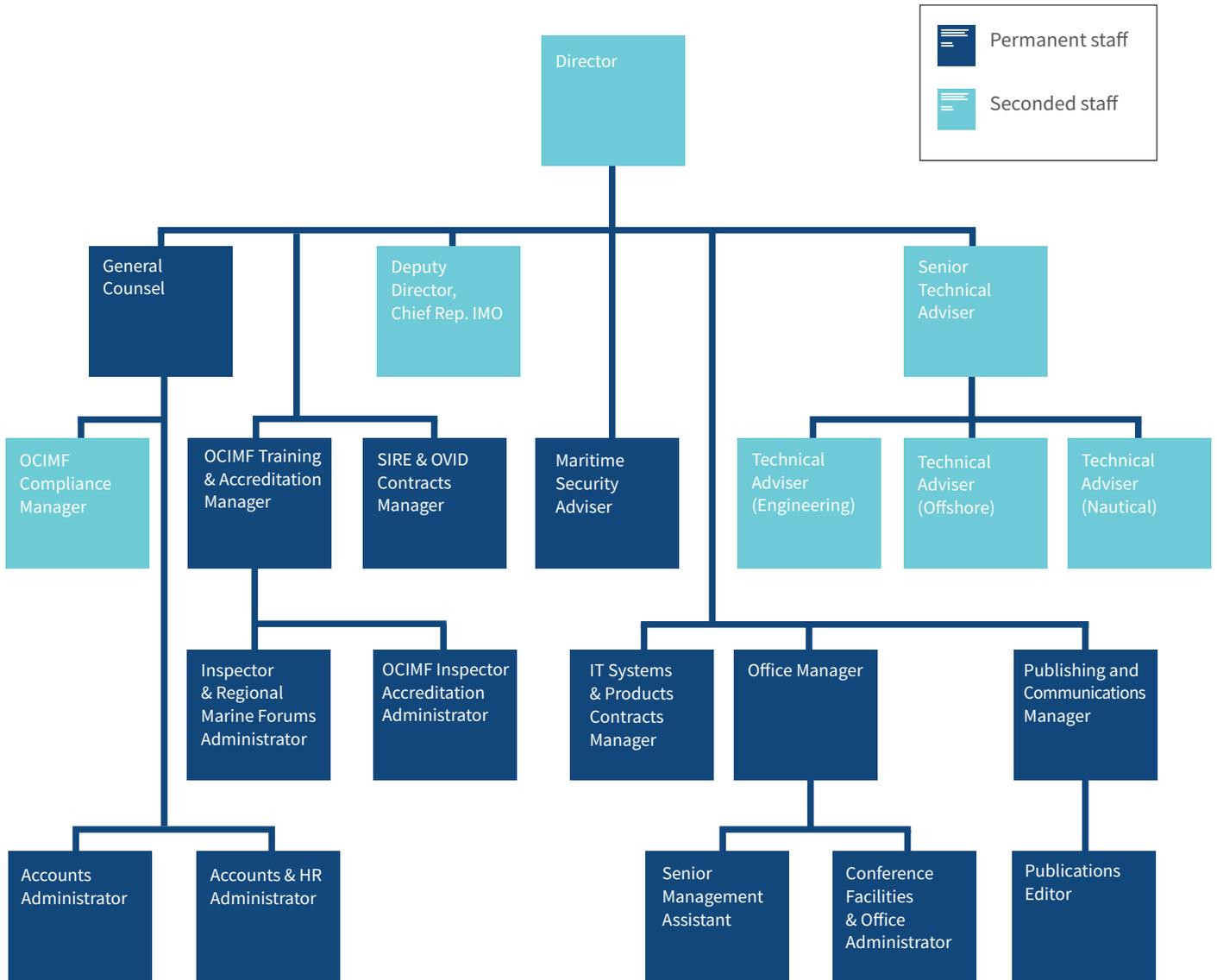
OCIMF has much to be proud of. Not only has it contributed to a substantial quantity of regulation at the IMO, aimed at improving the safety of tankers and protecting the environment, but it has introduced important new guidance on pressing current issues such as cyber security and human factors. With 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.



Organisational chart



Secretariat



Andrew Cassels
Director



Rob Drysdale
Director
(from June 2018)



Jeremy Hudson
Deputy Director,
Chief Representative
to the IMO



Sam Megwa
Deputy Director,
Chief Representative
to the IMO
(from December 2017)



Dave Wall
Senior Technical
Adviser
(from May 2018)



Tony Wynne
Technical Adviser
(Nautical)



Alex Van Dusen
Technical Adviser
(Offshore)



Faisal Rashid
Technical Adviser
(Offshore)
(from September 2017)



Joe Megeed
Technical Adviser
(Engineering)



Ricardo Martinez
Technical Adviser
(Engineering)
(from May 2018)



Patrick McGroggan
OCIMF Compliance
Manager



Aziz Benbelkacem
SIRE and OVID
Contracts Manager



Amy Wong
Inspector and
Regional Marine
Forums Administrator



Anita Borsberry
OCIMF Inspector
Accreditation
Administrator



Fabiano Dias
IT Systems and
Products Contracts
Manager



Rebecca Harrison
Office Manager



Madiha Qureshi
Conference
Facilities and Office
Administrator



Martine Pascal
Conference
Facilities and Office
Administrator
(maternity cover from
August 2017)



Joanna Bradley
Senior Management
Assistant



Debbie Robinson
Senior Management
Assistant
(from April 2018)

OCIMF objectives



Philip Pascoe
General Counsel



Russell Pegg
Maritime Security
Adviser



Oliver Pointon
OCIMF Training and
Accreditation Manager



Ajay Gour
OCIMF Training and
Accreditation Manager
(from April 2018)



Kelly Hadley
Publishing and
Communications
Manager



Emily Yates
Publications Editor/
Publishing and
Communications Manager
(maternity cover from March 2018)



Kate Mason
Publications Editor
(fixed term from March 2018)



Pauline Gilbert
Accounts
Administrator



Teresa Cox
Accounts and HR
Administrator

Engage

Identify and seek to resolve safety, security and environmental issues affecting the industry through engagement with OCIMF members and external stakeholders.

Promote

Develop and publish guidance, recommendations and best practice by harnessing the skills and experience of OCIMF members and the wider industry.

Provide tools and facilitate exchange of information to promote continuous improvement in safe and environmentally sustainable operations.

Advocate

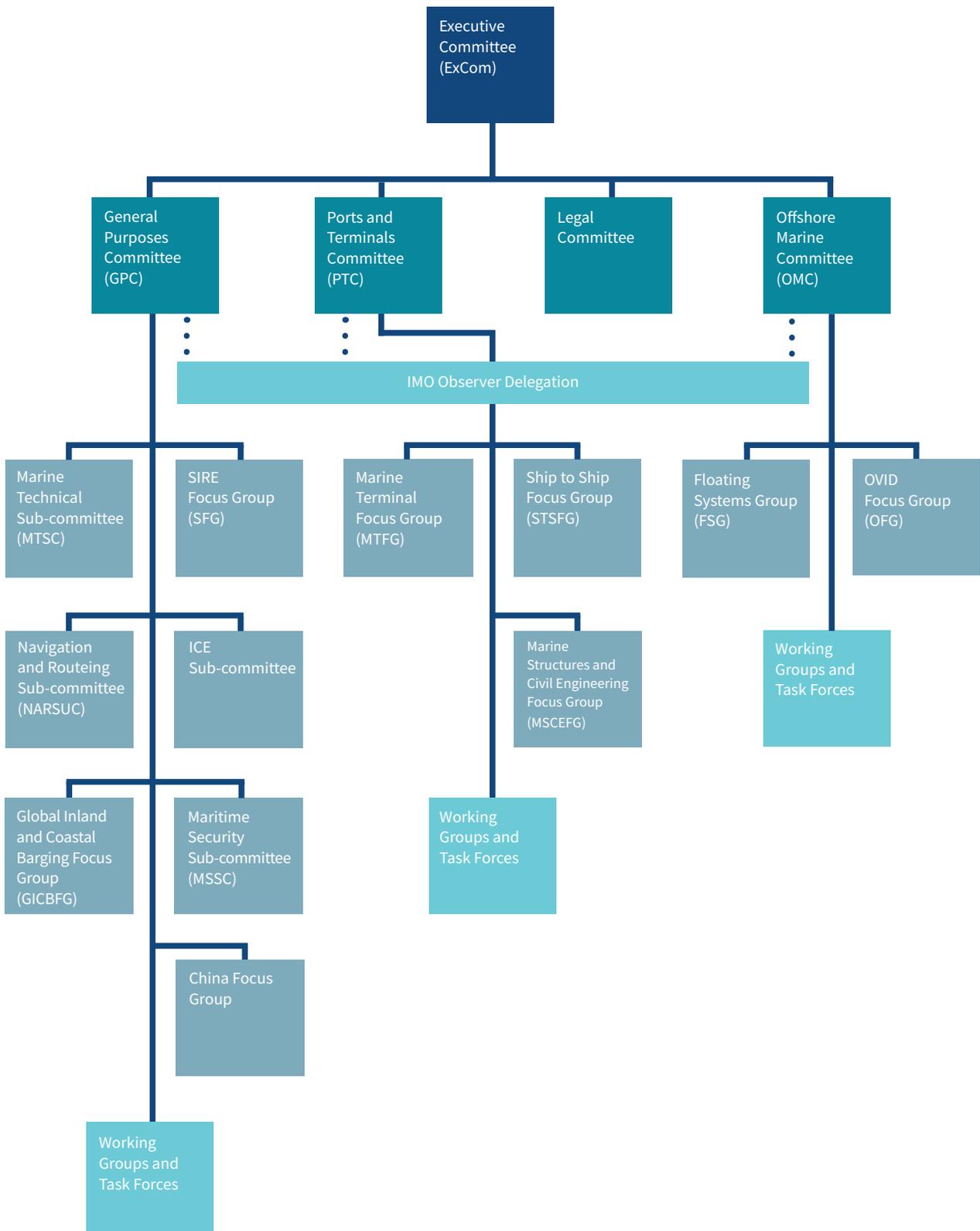
Contribute to the development and encourage the ratification and implementation of international conventions and regulations.

Influence industry adoption of OCIMF guidance, recommendations and best practice.

For 2018 changes to the Secretariat please visit the OCIMF website at www.ocimf.org

OCIMF committee structure

A committee structure with the Executive Committee at its head and four principal committees reporting to it is in place. The principal committees may establish sub-committees or forums as necessary.



Executive Committee

Chair: Mark Ross, Chevron

Vice Chairs: Tracey Gunnlaugsson, ExxonMobil and Luc Gillet, Total

Members represented: BP • Chevron • ConocoPhillips • ENOC • ExxonMobil • KOC • Petrobras • Phillips 66 • PIMA • Shell • Statoil • Total

Meetings in 2017:

ExCom 79	26 May	Houston, USA
ExCom 80	8 November	Singapore

Purpose

The ExCom provides governance and strategic direction to the work of the committees and the Secretariat. The Director’s Review and reports from the Committee Chairs provide details of OCIMF’s activities throughout 2017.

2017 activity

ExCom 79 was held in conjunction with the INTERTANKO Board and Council meeting to allow an afternoon to discuss matters of mutual interest. These included a review of the joint safety initiatives on Competency Assessment and Verification, and Lessons Learned and Accident Statistics and Trends in addition to other matters of more general industry relevance, e.g. the 2020 0.5% Sulphur Cap, Greenhouse Gas (GHG) emissions from ships and future collaboration on ports and terminals safety issues.

The ExCom reflected on the recent terrorist attacks in London and Manchester, recognising the importance of keeping the staff and visitors at the OCIMF headquarters safe. OCIMF’s Maritime Security Adviser is now the industry sector leader at the Cross-sector Safety and Security Communications (CCS) initiative. This ensures that OCIMF receives timely security advice to keep staff and visitors safe.

It was recognised that the work levels in the committees and Secretariat were high as the organisation worked to revise and publish one of its flagship publications, *Mooring Equipment Guidelines*, and several other books and information papers. The principal committees were asked

to prioritise their working groups to ensure that the Secretariat’s workloads could be managed better.

The Strategy 2020 review released the ExCom from the strict rotation of meeting in London, Dubai, Singapore and Houston, allowing meetings to be held in areas of strategic importance to the organisation. It was decided to hold an ExCom in Japan in 2018 and China in 2020, because there is a large maritime industry in both regions.

Although shipping was not specifically mentioned in the Paris agreement (COP21) it is an area of great focus within the industry. The ExCom agreed that the CO2 task force (who report to the GPC) should focus on the safety and environmental aspects of the discussion. OCIMF should support the IMO, the EU and other relevant bodies by participating on working groups and advising on the safety and environmental impacts of proposals, encouraging technical innovation and the most effective solutions.

At ExCom 80, the ExCom agreed to increase the OCIMF member discount on publications to 20%. The OCIMF

member discount on bulk purchases of SIRE tanker reports was lowered to 30% and the threshold was lowered to 1,000 reports.

Tanker Management and Self Assessment, Third Edition (TMSA3) was published in April. It has been very well received by tanker operators, but it was recognised that the verification process conducted by some companies can create workload for ship operators. The ExCom asked the Director to work with INTERTANKO to seek feedback on TMSA3.

Several members use a third party to conduct their vetting assessments with some requesting permission to use the third party to commission and submit inspections. The ExCom decided to allow further use of third parties to commission and submit SIRE inspections subject to a refreshed governance process. In the meantime, a full risk review will be conducted and reported to the ExCom for further consideration.

OCIMF has recently created barge focus groups in Europe and North and South America to improve the



EXECUTIVE COMMITTEE

Legal Committee

Chair: Miguel Quinones, IMT

Vice Chairs: Karen Heslop, Shell and Robert Melvin, BP

Meetings in 2017:

Legal 67	18 May	Singapore
Legal 68	29 October	London, UK

safety and environmental standards of barges. These are coordinated by a global group. At ExCom 80, the OCIMF Barge Strategy that provides strategic direction to the global barge focus group was approved. To make sure this strategy is successful, the ExCom have agreed to add a Technical Adviser for barges to the Secretariat. They will execute the barge strategy and help us raise global barge operations to the same standard as tanker operations.

The Chairman accepted the resignations from the ExCom of Morten Englestoft (Maersk), Badar Gouth (Aramco) and Marit Lund (Statoil) and thanked them for their support. The nominations of Kjetil Johnsen (Statoil) and Christian Ingerslev (Maersk) were supported and welcomed by ExCom.

The Chairman, Dr Grahaeme Henderson, tendered his resignation at ExCom 80. Mark Ross (Chevron) was voted in as Chair with Luc Gillet (Total) and Tracey Gunnlaugsson (ExxonMobil) as Vice Chairs.

In 2017, five new member companies were approved to join OCIMF and five ceased membership due to mergers and acquisitions.

New members

Medco E&P Natura Ltd, Dolphin Energy Ltd, Pampa Energia S.A, Borealis AG and Anadarko Petroleum Corp.

Leaving members

Dong E&P A/S, ERG SpA, Maersk Oil, Noble Americas Corp, and TonenGeneral Sekiyu K.K. (membership under PIMA).

Purpose

The Legal Committee comprises lawyers from 10 members and provides legal support for OCIMF activities. The Legal Committee continues to seek to expand its membership. This support includes providing legal advice on competition/anti-trust law, OCIMF programmes (SIRE, OVID and MTIS), intellectual property issues and reviewing documents prior to publication.

2017 activity

The Committee discussed a wide range of legal issues during its meetings, including:

- OCIMF trademark and domain name protection.
- Maritime security, including cyber security.
- International sanctions affecting data provision to OCIMF membership.

- OCIMF programmes support: SIRE, TMSA, OVID and MTIS, including SIRE/OVID Inspector Disciplinary Process.
- OCIMF publications.
- IMO issues, in particular the Ballast Water Management (BWM) Convention.
- Reviewing the OCIMF Constitution.
- The General Data Protection Regulation (GDPR).
- EU shipping issues, in particular GHG emissions and climate change.
- International Oil Pollution Compensation (IOPC) Funds meetings.
- The International Convention on Liability and Compensation for Damage in Connection with the Carriage of Hazardous and Noxious Substances (HNS Convention) and Protocol.



BP

General Purposes Committee

GPC

Chair: Patrick Joseph, BP

Vice Chairs: Keith Trotter, IMT and Steve Herron, Chevron

Members represented: BP • Chevron • ConocoPhillips • ENI • ENOC • Excelerate Energy L.P. • International Marine Transportation Ltd • Koch • Lukoil • Marathon Petroleum Co • Neste Oil Corporation • Nigeria LNG • Petrobras • Phillips 66 • PIMA • Primorsk Oil Terminal • Shell • Statoil • Tesoro Maritime Company • TOTAL • YPF • Andeavor • Medco Energi • Reliance • BHP

Meetings in 2017:

GPC 84 28–29 March London, UK

GPC 85 10–11 October Singapore



GENERAL PURPOSES COMMITTEE

Purpose

The GPC is responsible for driving continuous improvement in safety, environmental, security and regulatory matters relating to the design and operation of tankers. It reports to the Executive Committee.

2017 activity

- Established a work stream to develop a new vessel inspection programme following a review of SIRE.
- Established a new global barge strategy.
- Established a joint initiative with INTERTANKO on marine competence and incidents.
- Published *Inert Gas Systems* information paper to the industry and submitted it to the IMO.
- Published *Northern Sea Route Navigation: Best Practices and Challenges* information paper.
- Withdrew ESP and inert gas operations guidelines papers.
- Submitted an advocacy paper to the IMO, with co-sponsorship by INTERTANKO, to address the transfer of terminal flush water to tankers at some offshore terminals,

which brings clarification that the operation is performed in full compliance with MARPOL Annex I. The paper was supported by member states for submission to MEPC 71.

- Retained ISO accreditation for SIRE.
- Supported standardised production of training materials, e.g. TMSA, for use by third parties but not for them to be licensed.

The GPC also directed the 2017 work activities of the following sub-committees, focus groups and task force.



Marine Technical Sub-committee

MTSC

Chair: David Wall, Chevron

Vice Chair: Krystyna Tsochlas, Phillips 66

Members represented: BP • Chevron • Maersk • Phillips 66 • SeaRiver Maritime • Shell • Sonangol • Statoil • Total

Meetings in 2017:

MTSC35 5–7 September Paris, France

MTSC 34 7–9 February Houston, USA

Purpose

The MTSC is a knowledgeable technical resource for the membership and its expertise is leveraged across the OCIMF committees, groups and externally to industry organisations. The MTSC meets twice a year to discuss the many technical challenges OCIMF members face today and those they may face in the future. OCIMF members and external speakers are invited to give presentations and Q&A sessions on specific topics.

2017 activity

The MTSC had a busy year assisting the Secretariat and providing feedback on the EU Monitoring/Reporting/Verification (MRV) Directive, IMO working groups and other technical tasks within OCIMF. The Chair continued the regular intercessional conference calls, which maintain connectivity and foster a team environment between the committee members. Many of the topics discussed in 2017 were in relation to fuels and emission compliance. These included:

- Member presentation on the marine fuel industry in transition.
- 2020 bunker compliance options with high sulphur fuels and LNG.

- Feedback and use of marine exhaust gas scrubbers.
- Flettner rotor use to augment ship propulsion.

Each topic was led by an MTSC member or invited industry guest, who shared their own experience and knowledge before leading a group discussion on the technical challenges and solutions.

The MTSC progressed work on the following information papers:

- *VOC Emissions from Cargo Systems on Oil Tankers*
- *Safety Critical Equipment and Spare Parts Guidance.*

“The MTSC meetings provide a great opportunity for OCIMF members to discuss technical challenges that face our industry today to ensure a safer tomorrow. Our technical experience is leveraged across all the OCIMF committees and I’m proud to work with a dedicated team of professionals in our work as a committee. We continue to learn from each other and the invited industry guests at our meetings to share this knowledge within our own companies.”

David Wall, Chair, MTSC

Critical Spares Process Working Group

Chair: Mike Davison, Shell

This group have prepared a guidance paper for ship operators and TMSA auditors that will be a useful tool to determine the need for spare parts related to critical systems, and should ensure consistency across the industry. The paper is not prescriptive and aims to ensure accountability for the ship operator to carry out the appropriate due diligence when assessing critical systems. The paper does not identify or recommend any particular critical spare parts for any vessel or vessel type. It will be published in 2018.



Volatile Organic Compounds Emissions Working Group

Chair: Bob Cutrona, ExxonMobil

This group are producing an information paper giving guidance on issues related to the management of Volatile Organic Compounds (VOC) emissions from cargo systems on oil tankers. The paper will address technical considerations for the selection and installation of vapour control systems. It will also discuss processes to manage emissions during cargo operations.

Ice Sub-committee

ICE

Chair: David Vaughn, SeaRiver Maritime/ExxonMobil

Vice Chair: Ian Reed, Shell

Members represented: BP • Gazprom • ExxonMobil • LUKOIL • Neste Oil • Primorsk Oil • SCF • Shell • Total • with Alfons Hakens (guest subject matter expert)

Meetings in 2017:

ICE 25	7 February	London, UK
ICE 26	21 September	London, UK

Purpose

To discuss the safe operation of tankers and terminals, and the safe navigation of tankers, in ice. Discussions cover the compatibility of equipment and procedures, which ensure tankers and terminals operate safely, preserve life and minimise damage to the environment.

2017 activity

The main focus for the sub-committee during 2017 was the finalisation of the information papers *Northern Sea Route Navigation: Best Practices and Challenges* and *Marine Terminals Impacted by Ice or Severe Sub-Zero Temperatures*.

Marine Terminals Impacted by Ice or Severe Sub-Zero Temperatures Working Group

Acting Chair: Ian Reed, Shell

Ice and sub-zero temperatures have a severe impact on operations at terminals and present unique challenges for both ships and terminals. This information paper focuses on the challenges that terminals can face when operating in severe sub-zero temperatures and/or when affected by ice and gives best practice guidance for operating in these conditions. Publication is expected in 2018.

Northern Sea Route Working Group

Chair: Nitin Malik, Chevron

The Northern Sea Route is considered a viable option for commercial shipping but the Arctic environment presents particular challenges. The Northern Sea Route Working Group was formed to review navigational and operational practices on the Northern Sea Route and to identify best practices, operational procedures and challenges. The group has taken into account existing mandatory requirements, the introduction of the IMO Polar Code and current industry guidance. The information paper *Northern Sea Route Navigation: Best Practices and Challenges* was published in December 2017.



“To share information and experience, and to work together to support maritime security”

Navigation and Routing Sub-committee

NARSUC

Chair: Anuj Gupta, IMT

Vice Chair: Andy Cross, Maersk Tankers

Members represented: BP • Chevron • ENI • ENOC • IMT • Maersk • Shell • Total • YPF

Meetings in 2017:

NARSUC 51 21 February London, UK

NARSUC 52 12 September London, UK

Purpose

NARSUC highlights areas of navigation and routing that impact vessel operations and marine activities, and develops recommendations to improve safety, reliability and protection of the environment. The sub-committee keeps a close watch on all routing and legislative issues from the IMO and is involved with the progress of e-navigation.

2017 activity

The main focus for the sub-committee during 2017 was to finalise the information paper *Navigational Audits and Assessments* and to progress the information paper *Guidelines for Transiting the Turkish Straits*.

Other work included:

- Discussion of the activities of the IMO sub-committee on Navigation, Communications and Search and Rescue (NCSR).
- Discussions and learning from navigational incidents on board tankers.
- Liaison with the Confidential Hazardous Incident Reporting Programme (CHIRP).

Turkish Straits Working Group

Chair: Nitin Malik, Chevron

The information paper *Guidelines for Transiting the Turkish Straits* was released by OCIMF in 2007 as a members-only paper. This working group are updating the content before it is re-released as a publicly-available information paper. The revised paper will include information on tugs, Vessel Traffic Services (VTS) and simulator training for pilots and tug masters.

The working group has liaised with the Turkish government's maritime department to ensure the information presented is consistent and correct. It is due to be published in 2018.

Navigational Audits and Assessments Working Group

Chair: Javed Bhombal, IMT

Work continued on this important information paper during 2017.

Periodic navigation reviews are conducted at various levels, influenced by requirements in the International Safety Management (ISM) code and guidance within TMSA and SIRE, but they do not follow a consistent process or provide uniformity in reporting. This information paper has been developed in response to these inconsistencies in navigational assessments, and provides best practice guidance on the types of audit, scope, approach, and coaching and training opportunities.

The guidance is designed to assure managers and operators that their vessels are being navigated to the highest standard. It stresses the need to observe bridge teams and focuses on the human element. It is due to be published in 2018.

Maritime Security Sub-committee

MSSC

Chair: David Bancroft, Chevron

Vice Chair: John Evans, Shell

Members represented: BP • IMT • Ampol • Tullow Oil • Maersk Tankers • Total • Shell • Chevron • Statoil • Exceleerate Energy

Meetings in 2017:

MSSC 07 8 February London, UK

MSSC 08 31 May London, UK

MSSC 09 6 September London, UK

MSSC 10 6 December London, UK

Purpose

To act as a forum to share maritime security-related information and provide a mechanism for the GPC to task maritime security related issues as they affect OCIMF. The aim is to:

- Share information and experience.
- Work together to support the maritime security of OCIMF members.
- Ensure engagement in the forum remains focused and takes account of activity in areas of common interest, such as the Gulf of Aden, the Gulf of Guinea and Southeast Asia.

OCIMF SIGNS MOU WITH RECAAP/ISC



2017 activity

The MSSC focus in 2017 has been to respond to the evolving threats to shipping, particularly in the Middle East, and to address the security needs of members. The sub-committee has proactively supported the development of new BMP guidelines for mariners, maintained relationships with key regional organisations (CMF, EUNAVFOR, ICC Yaoundé, ReCAAP ISC) and engaged with Oceans Beyond Piracy and Chatham House to examine the complexities of employing armed guards.

OCIMF members have continued to support the placement of a Merchant Navy Liaison Officer to the UK Maritime Trade Office in Dubai. Maersk Tankers will hand over to IMT in Spring 2018.

Projects included:

- Completion of a new maritime security element for TMSA3.
- Scoping a hull vulnerability study, which will start in January 2018.
- Updating *Best Management Practices for Protection against Somalia Based Piracy (BMP4)* for mariners operating in the Indian Ocean/Middle East region, due Spring 2018.
- OCIMF/ReCAAP MoU completed and signed 24 July 2017.

Cyber Working Group

Chair: Alexandra Ebbinghaus, Shell

A multidisciplinary group reporting to the GPC that examines the risk from cyber threats to vessels, offshore installations and mariners. In 2017 the newly formed Cyber Working Group established its credentials and integrated with key industry processes. Placing cyber awareness at the heart of the work programme, the group supported the development of key training material, updated industry guidelines and hosted a seminar during London International Shipping Week. The group also contributed to the third edition of TMSA, which became the first industry assessment publication to address cyber security.

In 2018 the group will focus on improving mechanisms for information sharing, guidelines for dealing with third parties and continued support to wider industry effort.

China Focus Group

CFG

Chair: Luo Fuming, Shell

Vice Chair: Youyu Lu, CNOOC

Members represented: Shell • CNOOC • BP • ExxonMobil • Phillips 66 • Total

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

Observers: Sinochem, PetroChina, Wanhua

Meetings in 2017:

CFG 25	20 April	Beijing, China
CFG 26	25 October	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 shipping in the region. The group also supports the translation of high-level OCIMF publications into Mandarin.

2017 activity

Zhu Xiaoheng, CNOOC, stepped down as Chair in October and was replaced by Luo Fuming, Shell. The two CFG meetings were well attended.

Other work included:

- Terminal operator training in China.
- Review of a China-specific barge inspections questionnaire within SIRE.
- OCIMF’s visibility in the region.
- Ongoing translation of OCIMF publications into Mandarin.
- CFG training workshops for ship operators and terminal operators.



CHINA FOCUS GROUP

“The focus group looks at all barge safety and pollution prevention issues on a global scale”

NAICBFG



Global Inland and Coastal Barging Focus Group

GICBFG

Chair: Anuj Gupta, IMT

Vice Chair: Robert Brook, Chevron

Members represented: BP • Chevron • IMT • Shell • Total • World Fuel Services • Phillips 66 • Marathon

Meetings in 2017:

GICBFG 06 7 July London, UK

GICBFG 07 12 December London, UK

Purpose

This focus group was set up in February 2016 to look at all barge safety and pollution prevention issues on a global basis. The group does not look at the barge inspection protocols under the SIRE system, but works closely with the SIRE Focus Group on any issues that may result in changes to the SIRE question set. With the SIRE Focus Group, the GICBFG oversees the activities of three regional inland and coastal barging focus groups:

- North America.
- South and Central America.
- Europe.

The regional groups report to the GICBFG on safety and pollution prevention issues and to the SIRE Focus Group on the SIRE system.

2017 activity

The group created a Global Barge Strategy that was approved by both the GPC and ExCom. One of the key areas was the expansion of the regional barge focus groups, with work progressing on adding an Asia Pacific group.

North America Inland and Coastal Barging Focus Group

NAICBFG

Chair: Rajeev Sani, Chevron

Co Vice Chairs: Rakesh Bajaj, Marathon and Kenneth Romney, BP

Members represented: Chevron • Marathon • BP • ExxonMobil • NuStar Energy • Valero • Total • Andeavor • Phillips 66 • Martin Marine • Energy Transfer Partners • Shell

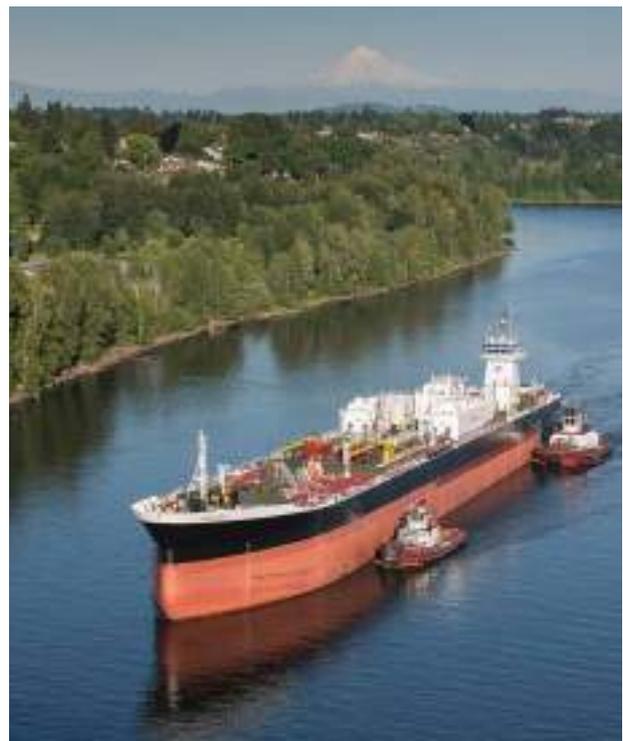
Meetings in 2017:

NAICBFG 11 7 February Houston, USA

NAICBFG 12 27 September San Antonio, USA

2017 activity

- Implementation of SIRE Booking Codes.
- Data mining: individual member company comparison to all members.
- Revision of the regional Barge Inspection Questionnaire (BIQ) and Barge Particulars Questionnaire (BPQ).
- Training of regional Cat 3 inspectors and auditors.
- Gap analysis of Barge Operating Guide U.S., Subchapter M requirements and *International Safety Guide for Inland Navigation Tank-barges and Terminals (ISGINTT)*.



KIRBY MARINE TRANSPORTATION GROUP

SCAICBFG



South and Central America Inland and Coastal Barging Focus Group

SCAICBFG

Chair: Jorge Fernandez Aguirre, Repsol

Vice Chair: Juan Faggioli, Axion Energy

Members represented: Repsol • Axion Energy • YPF • Petrobras • Shell • Braskem • PlusPetrol • Pampa Energía S.A. • Petro Peru

Meetings in 2017:

SCAICBFG 07 30 May Buenos Aires, Argentina

SCAICBFG 08 2 November Lima, Peru

2017 activity

- Unifying vessel identity.
- Closed loading white paper on the conversion of open loading barges to closed loading.
- Data mining: individual member company comparison to all members.
- Updated BPQ.
- Standardising regional Cat 3 training.
- Implementing inspector subscription process.
- Development of either a series of operator seminars or a regional Cat 3 User Group.

Europe Inland and Coastal Barging Focus Group

EICBFG

Chair: Peter Schotten, BP

Vice Chair: Robert Brook, Chevron

Members represented: BP • Shell • Chevron • IMT • Statoil • Total • ENI • P66 • Ineos • World Fuel Services

Meetings in 2017:

EICBFG 03 2 March London, UK

EICBFG 04 17 November London, UK

2017 activity

Topics discussed included:

- Amendments to the VIQ and BPQ question set.
- Amendments to the crew matrix.
- Providing input to the revision of *ISGINNT*.
- General barge safety and pollution prevention.



INTERSTREAM BARGING

Ports and Terminals Committee

PTC

Chair: Andy Glass, BP

Vice Chairs: Eric Vincent, Hess and Anuj Gupta, IMT

Members represented: BP • Valero • Chevron • ConocoPhillips • ENI • ENOC • Excelerate Energy • Hess • IMT • Ineos • NuStar • Phillips 66 • Petrobras • Royal Vopak • Shell • Tesoro • Total • Woodside

Meetings in 2017:

PTC 86 26–27 April Houston, USA

PTC 87 18–19 October London, UK



PORTS AND TERMINALS COMMITTEE

Purpose

The 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.

2017 activity

The PTC and its focus groups oversaw progress on the following:

- Revisions of the books *Design and Construction Specification for Marine Loading Arms, Mooring Equipment Guidelines* and *Recommendations for Oil and Chemical Tanker Manifolds and Associated Equipment*.
- New information papers *Guidelines for the Handling, Storage, Inspection and Testing of STS Hoses*; *Linked Ship/Shore Emergency Shutdown Systems for Oil and Chemical Transfers*; *Best Practices on Static Towing Assemblies*; *Semi-Continuous Hoses* and a terminal information paper.

- *New Marine Terminal Management and Self Assessment (MTMSA) verification guidelines*.
- Review of a proposal to change dynamic torsion test criteria in the *Guide to Manufacturing and Purchasing Hoses for Offshore Moorings*.

The PTC released the following publications in 2017, both joint publications with the Chemical Distribution Institute (CDI):

- *Recommendations for Oil and Chemical Tanker Manifolds and Associated Equipment, First Edition*.
- *Linked Ship/Shore Emergency Shutdown Systems for Oil and Chemical Transfers*.



Mooring Equipment Guidelines Steering Group

Chair: Andy Dogherty, Maritime Safety Matters Ltd

Vice Chair: Kevan McGregor, Shell

The planning for the review of this major publication began in 2015 and the working groups were established in 1Q 2016. The original intention was to make large changes to the chapter on mooring lines and smaller changes to other chapters, but during development it was clear that a major re-write was needed. The original target of completing review and publishing by the end of 2017 was therefore extended to the end of 2Q 2018.

The following working groups reported to the MEG Steering Group:

Mooring Equipment Guidelines Working Group

Chair: Iain Chadwick, Chevron

17 member companies and 13 industry representatives, including The Shipbuilders' Association of Japan, winch manufacturers, IACS, PIANC, TTI, INTERTANKO, ICS, IMCA, IHMA, IAPH and BIMCO.

High Modulus Synthetic Fibres Working Group

Chairs: Kris Volpenhein, Samson Ropes and Iain Chadwick, Chevron.

6 member companies and 9 industry representatives, including rope manufacturers' associations (Eurocord, Cordage Institute), IACS, INTERTANKO and TTI.

Human Factors in Mooring Design Working Group

Chair: Carl Henrickson, Shell

6 member companies and 2 industry representatives, including The Shipbuilders' Association of Japan, SIGTTO and subject matter experts.

Wind and Current Drag Coefficient Task Force

Chair: Stuart Thompson, BP

2 member companies and 1 industry representative involved. This work was undertaken on behalf of OCIMF by Lloyd's Register.

Manifold and Associated Equipment Working Group

Chair: Tony Pollock, INEOS

The working group was established to review and revise the fourth edition of *Recommendations for Oil Tanker Manifolds and Associated Equipment*.

The new publication is called *Recommendations for Oil and Chemical Tanker Manifolds and Associated Equipment, First Edition* and was published in August 2017.

Linked Ship/Shore Emergency Shutdown Systems for Oil and Chemical Transfers Working Group

Chair: Calum Love, Shell

This information paper was published in April 2017. It contains recommendations for linked ship/shore Emergency Shutdown (ESD) systems.

Static Towing Assemblies Working Group

Chair: Andy Bickerdike, Chevron

During 2017 it was decided that work from the Best Practices on Station Keeping at SPMs Working Group would be included in the book *Guidelines for Offshore Tanker Operations* (see under the Offshore Marine Committee). This left only the work on static towing assemblies, which this refocused working group will develop into a best practices information paper. This is a joint working group with the Sociedad Latinoamericana de Operadores de Terminales Maritimo Petroleros y Monoboyas (SLOM) and also includes input from tug operators.

“Providing recommendations and guidance to the industry”

Marine Terminal Focus Group

MTFG

Chair: Luke Fisher, BP

Vice Chair: Derek Thompson, Phillips 66

MARINE TERMINAL FOCUS GROUP



Members represented: BP • Chevron • ENI • IMT • Ineos • NuStar • Phillips 66 • Shell • Total • Ampol/ Caltex

Meetings in 2017:

MTFG 08 7-8 February London, UK

MTFG 09 12–13 July London, UK

Purpose

The MTFG was formed under the direction of the PTC to:

- Manage the implementation phase of the Marine Terminal Information System (MTIS).
- Ensure a smooth transition from development to implementation and operational phases.
- Provide recommendations addressing MTIS governance and operational management, including 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). As a standing sub-committee, the MTFG keeps these components under review and will recommend changes as necessary.

2017 activity

The group started work on a high-level guide to terminal information to be provided by terminals to ships prior to arrival and began a study on a strategy for greater uptake of the MTIS.

The group completed work on the development of site verification guidance for the MTMSA.

Ship to Ship Focus Group

STSFG

Chair: Will Doolittle, BP

Vice Chair: Tricia Clark, Saudi Aramco

SHIP TO SHIP FOCUS GROUP



Members represented: BP • ENAP • Chevron • Saudi Aramco • IMT • Shell • Phillips 66 • Petrobras • Ampol

Meetings in 2017:

STSFG 08 14-16 February Houston, USA

STSFG 09 25–27 July Houston, USA

Purpose

The STSFG is a standing sub-committee and forms the core technical review group, on behalf of the PTC, for issues on STS operations. It provides recommendations and guidance to the industry.

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) STS Best Practices forum. The global reach of the 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.

2017 activity

The group progressed work on reviewing the *Ship to Ship Service Provider Management* with the aim of providing more fit-for-purpose KPIs.

Handling, Storage, Inspection and Testing of STS Hoses Working Group

Chair: Will Doolittle, BP

This is a joint working group with ITOL. The group is working with hose manufacturers to produce specific guidelines on the handling, storage, inspection and testing of STS hoses, due to the hybrid nature of these hoses.

Marine Structures and Civil Engineering Focus Group

MSCEFG

Chair: Bill Asante, ExxonMobil

Vice Chair: Arjan Maijenburg, Shell

Members represented: BP • ENI • ExxonMobil • Phillips 66 • Shell • Total

Meetings in 2017:

MSCEFG 03 16 March **Virtual Meeting**

MSCEFG 04 16 October **London, UK**

Purpose

The MSCEFG is a standing sub-committee of the PTC and includes civil engineers and naval architects who focus on structural engineering standards at the ship-shore interface.

The MSCEFG also advises OCIMF in its engagement with other industry initiatives, including:

- British Standards Institution (BSI) Committee CB/502 Maritime Works, which addresses marine facilities planning and design.
- Permanent International Association of Navigation Congresses (PIANC) Marine committee 145 working group, which was created to develop improved guidance regarding berthing velocities and fender design.
- PIANC Marine committee 153 working group, which was created to develop recommendations for the design and assessment of marine oil terminals.
- Canadian Advisory guidance CSA Z276-15, which sets minimum requirements to demonstrate compliance with local and national regulations and industry best practices on LNG production, storage and handling.

2017 activity

The Chair, Bill Asante, stepped down at the October meeting and was replaced by the Vice Chair, Arjan Maijenburg.

The MSCEFG has overseen work on the revision of *Design and Construction Specification of Marine Loading Arms*.



MSCE FOCUS GROUP

Design and Construction Specification for Marine Loading Arms Working Group

Chair: Chris Snape, Shell

The working group was established to review and revise the third edition of *Design and Construction Specification for Marine Loading Arms*, published in 1999. There have been many advances in technology since the third edition, including the growing use of cryogenic arms. The fourth edition will provide information for loading arms handling various mediums including oil, chemical, high pressure gas and vapour. The tables will also be updated; these serve as a main point of communication between a marine loading arm vendor and purchaser and should help in specifying the correct technical characteristics during the procurement process. The working group includes OCIMF members, SIGTTO and loading arm manufacturers within the industry.



CHEMERE ENERGY

Offshore Marine Committee

OMC

Chair: Albertus Zwiers, Shell (to Oct 2017); Tim Coombs, Chevron (from Oct 2017)

Vice Chair: Tim Coombs, Chevron (to Oct 2017); Helge I. Vestre, Statoil (from Oct 2017)

Members represented: Shell • Chevron • Total • ConocoPhillips • Statoil • Woodside • IMT • BP • Maersk

Meetings in 2017:

OMC 14	4–5 April	Singapore
OMC 15	4–5 October	Houston, USA



OFFSHORE MARINE COMMITTEE

Purpose

Within OCIMF the OMC works to improve safety and environmental issues in offshore theatres in which members have an interest.

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

2017 activity

The OMC remained focused on maintaining the high level of productivity of its sub-groups despite members' travel restrictions. The Offshore Marine Operations Group (OMOG) was disbanded in 2017.

The committee and its sub-groups engaged in a number of activities, including:

- Setting up working groups to develop:
 - Guidance for the management of deck cargo onboard offshore vessels.
 - Guidance for the carriage of methanol in bulk onboard offshore vessels.

- Hosting engagements with offshore vessel operators, service providers and OVID-accredited inspectors to discuss offshore issues and OVID.

The OMC approved the following documents for publication:

- *Cargo Guidelines for F(P)SOs.*
- *Guidelines for Offshore Tanker Operations.*

OVID Focus Group

See the OVID Programme (p. 47) for details.

“The OMC works to improve safety and environmental issues in offshore theatres”

Floating Systems Group



Chair: Hielke Brughts, Bluewater (to Sep 2017); John Reid, Shell (from Sep 2017)

Vice Chair: John Reid, Shell (to Sep 2017); Doug Taylor, Chevron (from Sep 2017)

Members represented: Shell • Chevron • Total • Hess • Aker BP • Husky • Woodside • IMT • and invited industry guests

Meetings in 2017:

FSG 14	28 February–1 March	Houston, USA
FSG 15	13–14 September	London, UK



FLOATING SYSTEMS GROUP

Purpose

A forum for open discussion among the operators of offshore terminals and marine facilities, including floating, production, storage and offloading systems (F(P)SOs) permanently moored or disconnectable.

2017 activity

- Finalising the *Cargo Guidelines for F(P)SOs* book and submitting to OMC for approval.
- Finalising the *Guidelines for Offshore Tanker Operations* book and submitting to OMC for approval.
- Updating the F(P)SO Marine Assessment Questionnaire.

Cargo Guidelines for F(P)SOs Working Group

Chair: John Poulos, ExxonMobil/Sebastian Gerrits, SBM

This working group has developed industry guidance for F(P)SO cargo handling and cargo tank management, which will be published as a book in 2018.

Guidelines for Offshore Tanker Operations Working Group

This working group oversaw the collation of three OCIMF publications into one comprehensive set of guidelines for offshore tanker operations. The book will be published in 2018.



GUIDELINES FOR OFFSHORE TANKER OPERATIONS WG

OCIMF IN NUMBERS

IN 2017

47 years of OCIMF



4 principal committees

15

sub-committees/
focus groups

27

working groups/task forces

ANGOLA ARGENTINA AUSTRALIA AUSTRIA BELGIUM BOLIVIA BRAZIL CANADA CHILE CHINA COLOMBIA DENMARK ECUADOR FINLAND FRANCE GERMANY GREECE

INDIA



URUGUAY VIETNAM

109
members in **46** countries

UNITED ARAB EMIRATES (UAE) UNITED KINGDOM (UK) UNITED STATES OF AMERICA (USA) NIGERIA NORWAY PERU PHILIPPINES PORTUGAL QATAR RUSSIA SAUDI ARABIA SINGAPORE SOUTH AFRICA SPAIN SWEDEN SWITZERLAND THAILAND

3 PROGRAMMES: SIRE OVID MTIS

 **634** SIRE inspectors **AND**  **492** OVID inspectors

SHIPS



 **8,904**
ships inspected

 **21,970**
reports uploaded

 **158,046**
reports
downloaded

in 2017

BARGES



 **6,789**
barges inspected

 **8,367**
reports uploaded

 **32,119**
reports
downloaded

in 2017

OFFSHORE VESSELS



 **2,733**
offshore vessels
inspected

 **2,825**
reports uploaded

 **1,506**
reports
downloaded

in 2017

721 TERMINALS REGISTERED IN MTIS

 **37**
books

47 information
papers



OCIMF AT THE INTERNATIONAL MARITIME ORGANIZATION (IMO)

 **1**
permanent
representative

 **143**
days of
meetings

46 years
consultative
status

In focus

Regional Marine Forums

OCIMF's new look Regional Marine Forums were launched in 2018. The new format aims to increase global engagement and participation from OCIMF members and non-members working together for safety and environmental protection.

When possible, the Regional Marine Forums are linked to other industry events, to help people make the most of their travel time.

The first Regional Marine Forum was held in Tampa, Florida on 11 July. Two others were held in 2017 in Dubai, United Arab Emirates and Cartagena, Colombia. In 2018, OCIMF will add two more to the roster in Tokyo, Japan and Rome, Italy.

With the addition of South and Central America, Regional Marine Forums are now held in five regions worldwide, including Europe and Africa, the Middle East, Asia Pacific and North America.



NORTH AMERICA REGIONAL MARINE FORUM, TAMPA



MIDDLE EAST REGIONAL MARINE FORUM, DUBAI



BARGE TUG, PARAGUAY



KIRBY MARINE TRANSPORTATION GROUP

Barges

Barges present unique challenges due to vessel sizes and regional regulations, but they are a hugely important link in the energy transportation logistics chain. OCIMF has been examining barge standards through regional Barge Inspection Questionnaires, to ensure barge operations are held to the same standard as tanker operations. At the 80th OCIMF ExCom meeting in November 2017, a new barge strategy was adopted to address global barge standards. The barge strategy is driven by the Global Inland and Coastal Barging Focus Group, which reports to the General Purposes Committee.

The Global Inland and Coastal Barging Focus Group aims to expand the three current regional barging groups – Europe, North America, and South and Central America – and plans to set up an Asia Pacific group.

A new Technical Adviser (Barges) role will be added to the Secretariat and recruited in 2018 to further support OCIMF's barge activities.



Cyber security

2017 saw the creation of OCIMF's new Cyber Working Group, set up to examine the risk from cyber threats to vessels, offshore installations and mariners. Chaired by Alexandra Ebbinghaus (Shell), the group developed training material, industry guidelines and contributed to publications such as *TMSA3* and the updated edition of *The Guidelines on Cyber Security onboard Ships*, developed by BIMCO.

The Cyber Working Group supported the production of a DVD, *Cyber Security: Smart, Safe Shipping* by Steamship Mutual, which won the SMART4SEA Cyber Security Award. The DVD provides an overview of the issues owners and operators need to consider, as well as the importance of the human element in combatting cyber threats.

OCIMF also worked with the global maritime cyber security awareness campaign 'Be Cyber Aware at Sea' to produce a film aimed specifically at mariners. The film uses real-life case studies to show how easy it is for cyber criminals to target employees, who are often the weakest link in the security chain.

In partnership with International Marine Contractors Association (IMCA), OCIMF held a Cyber Security Symposium on 12 September during London International Shipping Week. The symposium focused on cyber security requirements for vessel operators dealing with third-party access to vessel systems, and the need for manufacturers to design in cyber security before equipment is deployed.

Working together

OCIMF has worked closely with several other industry organisations in 2017. OCIMF and INTERTANKO's joint working group focused on competency assessment and verification, communication of lessons learned and creating an industry database of accidents. OCIMF and INTERTANKO also co-sponsored an advocacy paper, submitted to the IMO in early 2017, which proposed a Unified Interpretation of terminal flush water and how it should be categorised and recorded.

OCIMF supported the 50 Years Working Together exhibition at the IMO London headquarters in January. The exhibition was a joint project with the IMO, IOPC Funds and ITOPIF to mark achievements made in oil spill prevention and response. SIRE and ISGOTT were included as positive examples of pollution prevention measures.

Other key collaborations in 2017 included a Memorandum of Understanding with ReCAAP ISC in July; a joint working group with Industry Task Force on Lightering (ITOL) on STS hoses; and a joint OCIMF/CDI information paper, *Linked Ship/Shore Emergency Shutdown Systems for Oil and Chemical Transfers*, published in April 2017.



STILL FROM 'BE CYBER AWARE AT SEA' BY FIDRA FILMS

International Maritime Organization (IMO)



“Industry and government bodies have successfully worked together to improve environmental safety”

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

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

At the end of 2017 the IMO had 172 member states.

Consistent with its strategic objectives, OCIMF maintains a strong relationship with the IMO. It sends an observer delegation to IMO committee meetings.

In 2017, OCIMF supported the 50 Years Working Together exhibition, which was a joint project between the IMO, IOPC Funds and ITOPF. The exhibition marked the achievements made in oil spill prevention and response in the last 50 years. It showed how industry and government bodies have successfully worked together to improve environmental safety. OCIMF’s SIRE programme and the *International Safety Guide for Oil Tankers and*

Terminals (ISGOTT) were included as examples of positive pollution prevention measures.

Key issues for OCIMF members in 2017:

- Safe mooring operations.
- Terminal flush water.
- Safe implementation of the global 2020 sulphur cap.
- Agreement on a global cap of 0.5% sulphur content for fuels, which will be introduced in 2020.

Pollution Prevention Response Sub-committee: 4th session

PPR 4

16–20 January

Terminal flush water

OCIMF introduced paper PPR 4-15, co-sponsored by INTERTANKO, which further proposed a Unified Interpretation of terminal flush water, and how it should be categorised and recorded in the oil record book. There was clear support for the paper and it was submitted to the Marine Environment Protection Committee (MEPC) 71 for approval (see below).

Global sulphur cap 2020

Following the confirmation at MEPC 70 that the global low sulphur fuel cap would be introduced in 2020, the subject of implementation challenges was discussed. It was agreed that regional availability of sufficient volumes of compliant fuel by 2020 may present challenges and would need consideration. It was recognised that there may be issues around:

- Initial transition.
- Impact upon machinery systems.
- Verification issues and mechanisms.
- Necessity for regulatory amendments or guidelines.

It was agreed to invite submissions to MEPC 71 that comment on the scope of the proposed new output, including suggestions for the workplan.

Offshore Support Vessel (OSV) Chemical Code

The OSV Chemical Code was completed at PPR 4 and it includes backloading of contaminated liquids. The Code was referred to MEPC and the Maritime Safety Committee (MSC) and was adopted by the Assembly in 2017.



IMO HEADQUARTERS IN LONDON (COURTESY IMO)



IMO 50 YEARS EXHIBITION (COURTESY IMO)

Ship Design and Construction Sub-committee: 4th session

SDC 4

13–17 February

Carriage of more than 12 industrial personnel

The sub-committee agreed to form a correspondence group to start work on a proposal for SOLAS amendments and the supporting mandatory code.

Guidelines for safe mooring operations

Following discussions on mooring design at MSC 95 and SDC 3, a correspondence group was formed to work on:

- Amendments to SOLAS.
- Guidelines to support the SOLAS amendments.

This work was scheduled to be finished in 2017 but several papers, including one from OCIMF, showed that significant further work was needed. The group have received support for this further work and a terms of reference for the group was approved at SDC 4. The group are expected to report to SDC 5 in Spring 2018.

Even keel hydrostatics for Deadweight (DWT) calculation

A lively debate ensued on the use of even keel hydrostatics or trimmed hydrostatics for calculations involving DWT. The Longitudinal Centre of Flotation (LCF) may be aft of the load line marks and it is therefore theoretically possible to trim a vessel aft and load more cargo without submerging the load line mark. It was agreed:

- DWT shown on certificates would be the even keel calculated DWT.
- It is not acceptable for loading and stability information to include a loading condition with a DWT that exceeds the even keel DWT (this reversed the decision from SDC 3).

Navigation, Communications and Search and Rescue Sub-committee: 4th session

NCSR 4

4–10 March

Representatives from member companies Shell and BP joined OCIMF Deputy Director Jeremy Hudson at the sub-committee. More than 90 papers were discussed. The main

points of interest were dedicated to routing, electronic navigation, the Global Maritime Distress and Safety System (GMDSS) and Search and Rescue. Detailed technical discussions dominated procedures and many delegations had technical experts to cover the work groups.

Guidelines for the harmonised display of navigation information

The guidelines for the design and use of harmonised systems are still a work in progress. A correspondence group are continuing this work intercessionally with a view to completion at NCSR 5.

Revised performance standards for Emergency Position Indicating Radio Beacons (EPIRBs)

As new satellite systems become available, e.g. Cospas-Sarsat and MEOSTAR, and new technologies emerge, e.g. Automatic Identification System (AIS) homing signals, work continues on how performance standards can align with new technologies.

Consequential work related to the new Polar Code

NCSR were asked to consider whether any further work was needed on the navigation and communications requirements in SOLAS to align it with the recent Polar Code amendments. NCSR agreed to establish a correspondence group under the coordination of Germany, to further consider the subject with a view to completing by NSCR 5.

Ship Systems and Equipment Sub-committee: 4th session

SSE 4

20–24 March

The main points of interest were dedicated to life saving, firefighting and lifting appliances, and Dynamic Positioning (DP) operations.

Guidelines for freefall lifeboats

There was agreement to separate the training of crews (via drills) and the statutory testing of equipment. The guidelines developed by the Industry Lifeboat Group (in which OCIMF participates) were supported with removal of the sections for testing of lifeboats as they are dealt with in other IMO instruments. The Marine Safety Committee approved MSC.1/Circ.1578 on *Amendments to the guidelines for evaluation and replacement of lifeboat release and retrieval systems* (MSC.1/Circ.1392).

Lifting appliances and anchor handling winches

This subject again attracted significant debate during plenary and the working group. OCIMF has been actively engaged in a correspondence group for this subject and several decisions were made at this meeting on:

- Applicability of appliance: the Safe Working Load (SWL) would be used to determine the applicability of the regulation, rather than the vessel size measured by tonnage.

- Date of application of the regulation: this will be the date of installation.
- Competence requirements for operation and maintenance.
- The relevant section of SOLAS to apply the new rules (Chapter II-1).

The correspondence group will continue to work and report at SSE 5.

DP guidance

The work of the correspondence group on DP guidance was approved with a minor amendment relating to DP verification documents, which do not have to be issued and therefore reference to the initial survey date is more appropriate. These new non-mandatory guidelines apply to new vessels from a date to be decided by MSC. The existing MSC.1/circ.645 will be retained and remains valid for existing vessels.

Facilitation Committee: 41st session

FAL 41

4–7 April

The main points of interest to OCIMF members were electronic means of clearing ships, cyber security electronic certificates, stowaways and amendments to the FAL convention.

Cyber security

FAL 41 agreed to produce a joint circular with the Marine Security Committee (MSC) on cyber risk management, subject to agreement by MSC 98. As there was no apparent need for FAL to consider the subject further, it was agreed that it should be removed from the FAL agenda.

Reporting of stowaways

Against a background of under-reporting of stowaway incidents and a recognised need to improve data, the Marshall Islands proposed adding data fields 'Port/Terminal/Berth' to the standard form for reporting the embarkation of stowaways.



NORWAY RATIFIES CONVENTION ON HNS CARGO (IMO)

Because of the procedural issues of amending an IMO convention without an approved work item output, the committee has issued two circulars: FAL.7/Circ.1 *Unified Interpretation of Appendix 3 to the FAL Convention*; and FAL.2/Circ.50/Rev.3 *Reports on Stowaway Incidents*.

Maritime Single Window

The feedback from the working group, which ran in parallel to the main meeting, was not conclusive. There is not yet consensus on whether the IMO should be developing a new universal system, one based on a member state's existing system or just promulgating best practice. Concerns were raised that the IMO is not developing a global system but a template for some states to use if they haven't developed their own.

Member states must complete this work and have systems available in 2019. While FAL recognised that it is unlikely that the IMO will conclude its work by then, the committee also recognised that some states are relying on it and are committed to continuing the work.

OCIMF took the opportunity to introduce the Maritime Anti-Corruption Network (MACN) to the IMO via a lunchtime presentation to over 30 member states and NGOs. Sam Megwa, then Chair of the MACN, gave a lively presentation, which was well received.

Maritime Safety Committee: 98th session

MSC 98

7–16 June

The agenda was mainly dedicated to:

- Autonomous ship regulations.
- Maritime security, including guidelines for cyber risk management.
- Verification of goal-based standards.
- Unsafe mixed migration.
- Early implementation of SOLAS instruments.
- Consideration and adoption of amendments to mandatory instruments.
- Consideration of the work of sub-committees reporting to MSC.

The main items of interest for OCIMF members were as follows.

OSV Chemical Code

Following discussion of the draft OSV Chemical Code and some amendments to make it consistent with other codes, the committee approved the text. It was forwarded to the MEPC for concurrent approval and to the Assembly in November for adoption.

Maritime Autonomous Surface Ships

The committee agreed to add a scoping exercise on Maritime Autonomous Surface Ships (MASS) to the provisional agenda for the MSC 99. The scoping exercise will identify the regulations/instruments that need to be considered for revision with the potential introduction of autonomous vessels.

OCIMF inert gas paper

The committee noted with appreciation the OCIMF information paper, introducing their work on the use of inert gas for the carriage of flammable oil cargoes. The committee particularly appreciated the comments and analysis on the use of inert gas on oil tankers regardless of ship size.

The MSC also approved 32 new MSC circulars and a further 5 sub-committee/joint circulars.

Marine Environment Protection Committee: 71st session

MEPC 71

3–7 July

Jeremy Hudson was joined by a strong delegation from the OCIMF Secretariat and member companies. It was a busy meeting, with over 155 papers to be discussed and many large delegations from 97 countries, inter-governmental organisations and non-governmental organisations.

The main points of interest were dedicated to Ballast Water Management (BWM), air pollution and energy efficiency, technical and operational measures for enhancing energy efficiency of international shipping, and protection and identification of special areas.

Unified Interpretation of MARPOL Annex I – Terminal Flush Water

The committee approved a Unified Interpretation to regulation 36.2.10 of MARPOL Annex I. OCIMF had requested this Unified Interpretation, which says how terminal flush water should be categorised and recorded in the oil book. The Unified Interpretation was released as MEPC.1/Circ. 872 *Unified Interpretations of Regulations 1.23 and 36.2.10 of MARPOL Annex I* and will be included in MARPOL in due course.

Ballast Water Management (BWM)

The committee discussed the entry into force date for existing vessels. Newly constructed ships (keel laid after 8 September 2017) must have a BWM system fitted.

For existing vessels, the deadline for installation is the first IOPP renewal survey after 8 September 2019, i.e. a two-year delay of entry into force. In

reality, it is a little more complicated to take into account circumstances where IOPP has been disconnected from special survey requirements.

For existing small vessels without an IOPP certificate, the installation shall be no later than 8 September 2024.

Measures to reduce risks of use and carriage of heavy fuel oil in the Arctic

Having considered the proposal to ban fuel oil in the Arctic, the committee agreed to include a new output on ‘Development of measures to reduce risks of use and carriage of heavy fuel oil as fuel by ships in Arctic waters’ in its 2018–2019 biennial agenda. The work has been assigned to the PPR sub-committee, with two sessions needed to complete the work. The output will include various options, from an outright ban of fuel oil to storage in protected spaces, etc.

Schedule for global fuel oil sulphur cap

The discussion around the availability of low sulphur fuel oil in 2020 attracted some strong and diverse opinions. There was little support to reconsider the availability of fuels or even to have a checkpoint in 2019 to validate all the assumptions made in the model (e.g. refinery modifications, fitting of scrubbers, etc.), despite some very passionate interventions from member states declaring that there would certainly be shortages. The



ANDREW CASSELS, SAM MEGWA AND JEREMY HUDSON AT IMO

committee approved the new output on 'Consistent implementation of regulation 14.1.3 of MARPOL Annex VI', for inclusion in the PPR sub-committee's biennial agenda for 2018–2019 and the provisional agenda for PPR 5, with a target completion year of 2019. This covers safety aspects of the new fuels and consistency of fuel quality with a request to the International Organization for Standardization (ISO) to consider a revision of ISO 8217 (2017) if necessary.

Review of the Energy Efficiency Design Index (EEDI) – beyond phase 2

There were further calls to consider accelerating the implementation of EEDI phase 3. Many delegations want the minimum power guidelines to be completed before considering earlier implementation because of safety concerns with underpowered vessels built to meet EEDI requirements. A correspondence group was created to consider this matter.

Carriage of Cargoes and Containers Sub-committee: 4th session

CCC 4

5–9 September

Amendments to the International Code of Safety for Ships using Gases or other Low Flashpoint Fuels (IGF Code) and development of guidelines for low-flashpoint fuels

Good progress has been made but there are still unresolved issues. Work will continue intercessionally via correspondence group. There were further attempts to bring the lowering of the flashpoint in the International Convention for the Safety of Life at Sea (SOLAS) from 60°C to 52°C for diesels onto the agenda. The Chair made it very clear that there will be no amendments to 60 degrees in SOLAS as directed by the MSC.

Suitability of high manganese austenitic steel for cryogenic service

CCC 4 confirmed that they are only considering the suitability of this type of steel for steel plate. Its suitability for piping or other components will not be considered. A list of technical discussion points was generated by the working group. The correspondence group will continue this work intercessionally.

Unified Interpretations of IMO conventions related to safety, security and the environment

CCC 4 considered many Unified Interpretations but those related to the IGF Code and the International Code of the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk (IGC Code) were particularly interesting for OCIMF members. The sub-committee considered definitions for 'each drydocking', 'high level alarms' and 'first occasion of full location after drydocking'. These are all relevant for testing the high and high/high level alarms by actual liquid loaded. There was agreement on 'each drydocking' but the other definitions need more consideration and will be re-submitted at a future meeting (possibly CCC 5).

Implementation of IMO Instruments Sub-committee: 4th session

III 4

25–29 September

The main points of interest were dedicated to Port State Control activities, incident analysis and lessons learned, and issues relating to the implementation of IMO instruments.

ECDIS software upgrades

The sub-committee recognised the issues with Electronic Chart Display and Information System (ECDIS) software updates, e.g. that late updates from some manufacturers meant ship operators were unable to comply.

Various solutions were discussed, but as the issues are expected to resolve themselves by year end the sub-committee decided to recommend that Port State Control take a pragmatic approach until the end of 2017.

In Water Survey (IWS) rudder clearances

OCIMF challenged the requirement to put divers in the water to take rudder clearances, as this puts their safety at risk unnecessarily. Many NGOs supported this challenge. The sub-committee agreed to consider more flexibility around the requirement and will ask for the matter to be further discussed at the fifth session of the Ship Design and Construction Sub-committee (SDC 5).

Lessons learned process

There was discussion about enhancing the Global Integrated Shipping Information System (GISIS) by adding data from commercial databases. Concerns were raised about using data without verification, which was already seen as a problem with global vetting companies. The concerns were largely with vetting in the dry bulk sector and not the oil sector, but the decision to stop the automatic feed of data to vetting systems in the Paris MOU will affect OCIMF members as well.



IMO 50 YEARS EXHIBITION (COURTESY IMO)

Programme of IMO meetings for 2018

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

22–26 January

SUB-COMMITTEE ON SHIP DESIGN AND CONSTRUCTION

SDC 5

5–9 February

SUB-COMMITTEE ON POLLUTION PREVENTION AND RESPONSE

PPR 5

19–23 February

SUB-COMMITTEE ON NAVIGATION, COMMUNICATIONS AND SEARCH AND RESCUE

NCSR 5

12–16 March

SUB-COMMITTEE ON SHIP SYSTEMS AND EQUIPMENT

SSE 5

9–13 April

MARINE ENVIRONMENT PROTECTION COMMITTEE

MEPC 72

23–25 April

LEGAL COMMITTEE

LEG 105

30 April–3 May

IOPC FUNDS

10–11 May

41ST SESSION OF THE IMSO ADVISORY COMMITTEE

16–25 May

MARITIME SAFETY COMMITTEE

MSC 99

5–8 June

FACILITATION COMMITTEE

FAL 42

18–20 June

TECHNICAL COOPERATION COMMITTEE

TC 68

2–6 July

COUNCIL

COUNCIL 120

16–20 July

SUB-COMMITTEE ON HUMAN ELEMENT TRAINING AND WATCHKEEPING

HTW 5

30–31 July

42ND SESSION OF THE IMSO ADVISORY COMMITTEE

10–14 September

SUB-COMMITTEE ON CARRIAGE OF CARGOES AND CONTAINERS

CCC 5

24–28 September

SUB-COMMITTEE ON IMPLEMENTATION OF IMO INSTRUMENTS

III 5

9–12 October

25TH SESSION OF THE IMSO ASSEMBLY

22–26 October

MARINE ENVIRONMENT PROTECTION COMMITTEE

MEPC 73

29 October–2 November

IOPC FUNDS

5–9 November

40TH CONSULTATIVE MEETING OF CONTRACTING PARTIES (LONDON CONVENTION 1972)

13TH MEETING OF CONTRACTING PARTIES (LONDON PROTOCOL 1996)

19–23 November

COUNCIL

COUNCIL 121

3–7 December

MARITIME SAFETY COMMITTEE

MSC 100

INTERSESSIONAL MEETINGS**

3–6 April

3RD MEETING OF THE INTERSESSIONAL WORKING GROUP ON REDUCTION OF GHG EMISSIONS FROM SHIPS

16–20 April

29TH MEETING OF THE EDITORIAL AND TECHNICAL (E&T) GROUP (IMSBC CODE)

3–7 September

14TH MEETING OF THE JOINT IMO/ITU EXPERTS GROUP ON MARITIME RADIOCOMMUNICATION MATTERS

17–21 September*

30TH MEETING OF THE EDITORIAL AND TECHNICAL (E&T) GROUP (IMSBC CODE)

17–21 September

25TH MEETING OF THE ICAO/IMO JOINT WORKING GROUP ON SEARCH AND RESCUE (IN SEATTLE, USA)

1–5 October

24TH SESSION OF THE PPR WORKING GROUP ON THE EVALUATION OF SAFETY AND POLLUTION HAZARDS OF CHEMICALS (ESPH 24)

TBC

MEETING ON CONSISTENT IMPLEMENTATION OF REGULATION 14.1.3 OF MARPOL ANNEX VI

INTERSESSIONAL MEETINGS

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

30 April–4 May

LC SCIENTIFIC GROUP 41ST SESSION

LP SCIENTIFIC GROUP 12TH SESSION (BOTH IN VALPARAISO, CHILE)

1–2 November

LP COMPLIANCE GROUP 11TH SESSION

OTHER MEETINGS/EVENTS

26–27 April

WORKSHOP ON THE 2010 HNS CONVENTION

15 May

IMO'S 70TH ANNIVERSARY – HIGH-LEVEL FORUM

13–15 June

WORLD MARITIME DAY PARALLEL EVENT (IN SZCZECIN, POLAND)

25 June

DAY OF THE SEAFARER

27 September

WORLD MARITIME DAY

18–19 October

ORIENTATION SEMINAR FOR IMO DELEGATES

KEY

* Date to be confirmed by MSC 99 and C 120.

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

International Oil Pollution Compensation Funds (IOPC Funds)



JOSÉ MAURA, DIR. OF IOPC FUNDS (COURTESY IMO)

In 2017 the International Oil Pollution Compensation (IOPC) Funds held two meetings at the IMO headquarters in London, UK (25–27 April and 17–20 October).

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

Over time, it became apparent that more compensation needed to be available for major incidents and the scope of the regime widened. This resulted in two further instruments, known as the 1992 Civil Liability Convention and the 1992 Fund Convention. The 1992 Conventions entered into force on 30 May 1996. The 1971 Fund Convention ceased to be in force on 24 May 2002 and the IOPC Fund 1971 (1971 Fund) ceased to exist on 31 December 2014.

Following the Erika and Prestige incidents, a third instrument, the Protocol to the 1992 Fund Convention (Supplementary Fund Protocol), was adopted in 2003. It provided additional compensation over and above that available under the 1992 Fund

Convention for pollution damage in the States that become parties to the protocol.

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

Hebei Spirit (Republic of Korea, December 2007)

Almost 130,000 claims have been registered in this case since the incident in December 2007. The Korean Courts have awarded a total of KRW 432 billion in compensation. Some 200 claims are still pending in Court, and the total amount available for this incident, KRW 321.6 billion, is insufficient to pay all established claims in full. As at October 2017, the shipowner's insurer (Skuld Club) had paid KRW 186.8 billion in compensation. Under a Special Law, the Korean Government undertook to pay compensation to all claimants in excess of the Skuld Club's and the 1992 Fund's limits and has been paying all claimants the full established amount of their claims. In practical terms, the Korean Government is the only claimant receiving compensation on a pro-rated basis and the 1992 Fund has been making compensation payments to the Republic of Korea

at a level of payments of 60%, with KRW 67 billion paid. The 1992 Fund Executive Committee decided to maintain the level of payments at 60% of the amount of the established losses and, in view of the limited number of outstanding claims, authorised the Director to make an advance payment of KRW 40 billion to the Republic of Korea, which would speed up the payments to claimants.

Prestige (Spain, November 2002)

The Spanish Supreme Court found the Master to be criminally liable for damage to the environment in January 2016. The Court also found that the insurer of the vessel (London P&I Club) was not entitled to limit its liability. Following the judgment of the Supreme Court the case was sent to the Civil Court in La Coruña to quantify the losses. The Court ordered the parties to specify the nature and amount of their claims. The 1992 Fund, with the help of its experts, has examined the information the claimants have submitted and has replied to the claimants' submissions. The master, the shipowner and the London P&I Club are also submitting replies to the quantifications presented by the claimants. The judgment is expected at the end of 2017 or beginning of 2018.



IMO HQ (COURTESY IMO)

Agia Zoni II (Greece, September 2017)

The Agia Zoni II, a 45-year-old product tanker, sank on Sunday 10 September 2017 near the island of Salamina, Greece, while at anchor. She was carrying 2,730 tonnes of oil. The cause of the incident is still unknown. The oil spill affected the coast of Salamina Island and the mainland surrounding Piraeus and Athens. The Agia Zoni II was insured for £5 million, below the 1992 CLC limit of €5.4 million. A claims submission office has been established

in Piraeus, Greece to assist claimants with the submission of their claims and the 1992 Fund Executive Committee authorised the Director to make payments of compensation in respect of claims arising from the incident.

Double Joy (Malaysia, September, 2014)

In September 2017 IOPC Funds Secretariat was advised of an incident involving the tanker Double Joy, which took place in Malaysia in September 2014. Claims have indicated that the

potential pollution damage arising from this incident is over the 1992 CLC limit, and therefore the 1992 Fund may be liable to pay compensation, although STOPIA 2006 is applicable. The 1992 Fund Executive Committee authorised the Director to sign an agreement on interim payments with the Shipowners' Club in respect of the incident, to be applied retrospectively to the amounts paid by the Club and agreed by the 1992 Fund.



OCIMF programmes

Ship Inspection Report Programme

SIRE

SIRE is a tanker risk assessment tool – a large database of up-to-date information about tankers and barges. It is an industry-wide system established in 1993 that is used by OCIMF members and some carefully selected recipient members. The SIRE database includes inspections of all sizes of vessels from VLCCs to barges as well as other small vessels.

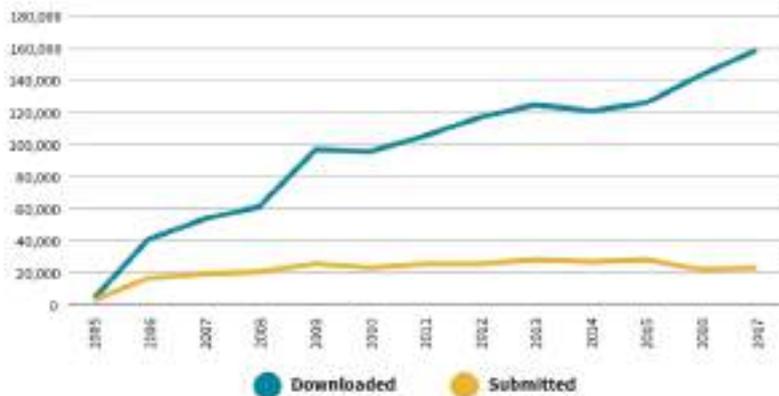
Confidence in SIRE relies heavily on the quality and integrity of the inspection process, which is governed by the Ship Inspector Training and Accreditation Programme. This is a three-year programme that requires SIRE inspectors to undertake refresher training and auditing to be able to keep their accreditation.

SIRE uses the following uniform inspection tools:

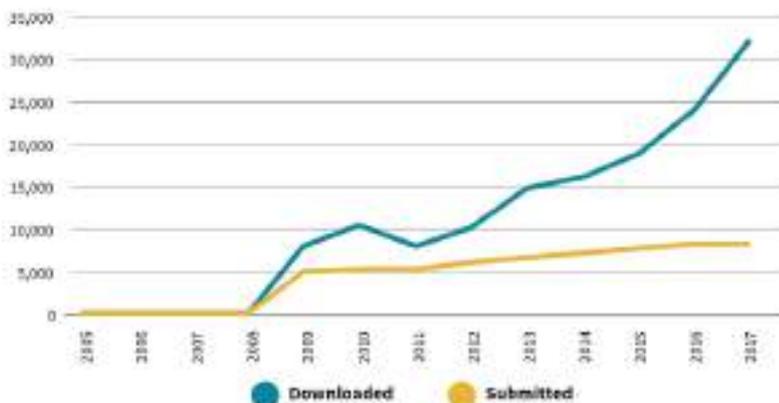
- Vessel Inspection Questionnaire (VIQ).
- Barge Inspection Questionnaire (BIQ).
- Vessel Particulars Questionnaire (VPQ).
- Barge Particulars Questionnaire (BPQ).

ocimf.org/sire

SIRE TANKER REPORTS SUBMITTED AND DOWNLOADED



SIRE BARGE REPORTS SUBMITTED AND DOWNLOADED



2017 activity

SIRE continues to manage the increasing demand for tanker and barge reports in response to members' increased marine risk management activities.

The number of reports submitted continued to increase in 2017. The reports requested also continued to increase with an average of 13,170 tanker reports and 2,670 barge reports requested each month. 22,000 tanker reports and 8,375 barge reports are currently available.

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

Highlights for 2017 included:

- Major review of the SIRE VIQ was started with a number of workshops held to review the question set. The revised VIQ will be launched in mid-2018.
- Continuation of the ECDIS training programme for SIRE inspectors, which was completed in early 2017. A shorter course has been developed for SIRE inspectors who

SHELL



already had some formal ECDIS training. This will continue to be rolled out in 2018.

- Successful ISO 9001:2008 member audits and BSI audits and successful transition to ISO 9001:2015.
- No major non-conformities identified during the year.

SIRE compliance

Inspector ethics, behaviour and conflicts of interest were given due attention in 2017 to maintain the integrity of the SIRE system. 122 existing conflicts of interest were reviewed with inspectors and closed in 2017. 80 new potential conflicts of interest were declared, reviewed and

recorded in the system. A total of 120 conflicts of interest remained open in SIRE at the end of the year. Inspectors are encouraged to submit potential conflicts of interest if they are in any doubt.

All SIRE inspectors are required to electronically sign an updated Ethics Agreement and declaration at the beginning of each year. Compliance and ethics issues have been presented and discussed throughout 2017 at SIRE training courses, auditor events and focus group meetings.

All reported concerns about inspector or member behaviour are investigated and followed up with the submitting member and inspector. SIRE

stakeholders are encouraged to report these issues to the OCIMF Compliance Manager.

SIRE reports published on the database are required to be of a standard and quality that comply fully with instructions in the SIRE Vessel Inspection Questionnaire and the SIRE Composite Guidelines. SIRE report recipients can register any concerns about the standard of reports using the SIRE Report Feedback facility.

Feedback – both negative and positive – is passed on to inspectors and used to enhance their learning and development, as well as to ensure any mistakes are not repeated. During 2017, SIRE inspectors began receiving automated email notifications when OCIMF reviewed feedback on their submitted reports. Feedback is linked to an inspector’s profile in the database and descriptions of close out actions are visible to the inspector concerned once the issue is closed.

Submitting members need to check the content of reports prior to submission. At training and refresher courses throughout the year inspectors were reminded of the requirement to check reports for errors and mistakes before uploading them to the database.

201 report feedback comments were submitted in 2017, which is a decrease of around 30% from 2016.



MAERSK

OCIMF programmes

The average time to close report feedback increased to 30 days. Members should make sure OCIMF has correct email contact information so that we can address SIRE matters.

Report recipients should bring issues about SIRE report quality to the attention of the OCIMF Compliance Manager.

Third Party Vetting Contractor (TPVC) audit programme

Since 2009, OCIMF has allowed a number of SIRE members, namely those with limited marine resources within their organisations, to use a Third Party Vetting Contractor (TPVC) to conduct vetting/screening of vessels and, in a few cases, to arrange and submit inspection reports on behalf of members.

Members using the TPVCs and the TPVCs themselves must sign an annual declaration agreeing to OCIMF conditions for the use of TPVC services. One of the conditions for the use of TPVCs is that OCIMF reserves the right to audit both the members using the TPVCs and the TPVCs themselves. The audit is to ensure that both parties comply with the SIRE Composite Guidelines and the conditions for the use of TPVCs.

Since OCIMF launched the TPVC audit programme in November 2014, the OCIMF audit team have completed audits of 29 OCIMF members who use the services of TPVCs and 8 TPVCs.

SIRE/OVID Inspector Accreditation

The SIRE inspector accreditation programme continues with routine three yearly auditing of inspectors and attendance at a refresher course. The OVID system presently requires inspectors to attend refresher courses, and an audit programme is under consideration. The report quality for both SIRE and OVID is further verified by use of a feedback system whereby report readers can feed back any



SIRE NEW INSPECTOR TRAINING, OCT OBER 2017

errors, inconsistencies or general report quality issues and this is then taken up with the inspector in question.

Regional Barge Groups

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

- North America.
- South and Central America.
- Europe.

These groups meet twice a year in locations in the regions and manage the running of SIRE in that region. The regional groups report to the Global Inland and Coastal Barging Focus Group (see Committees section) on safety and pollution prevention issues and to the SIRE Focus Group on the SIRE system.

Auditors Conference

The annual auditors conference took place in the summer in the OCIMF office.



CONOCOPHILLIPS

OCIMF Programmes IT Support Group

SIRE Focus Group

SFG

Chair: Tim Ashby, BP

Vice Chairs: Sach Sharma, Statoil, and Fakirmohammed Kadir, IMT

Members represented: BP • Shell • Chevron • IMT • Statoil • Total • ENI • P66 • NLNG • Petrobras • Maersk Oil • ENOC

Meetings in 2017:

SFG 30 31 January Dubai, United Arab Emirates
SFG 31 6–7 September Singapore

Purpose

The group meets twice a year to provide practical direction for SIRE. It is responsible for the review and maintenance of the VIQ, VPQ (in conjunction with the CDI) and the SIRE inspectors accreditation procedures. The SIRE Focus Group reports to the GPC.

2017 activity

Topics discussed included:

- VIQ revisions, major review initiated.
- ECDIS training, second phase.
- European barge variant.
- SIRE data analytical tool.
- Medical fitness/standard.
- Liaison meetings with industry associations.
- Output from auditors' conference.
- Change to the audit process.
- Cargo tank inspection frequency.
- Human factors in maritime safety.

SIRE User Group

Chair: Tim Ashby, BP

This group gives SIRE users an opportunity to provide comments and feedback on the operation of the programme and where improvements might be considered. They meet twice a year in conjunction with the SIRE Focus Group. Topics addressed in 2017 included:

- SIRE updates.
- SIRE statistics and VIQ updates.
- Compliance and ethics update.
- Feedback from SIRE users.
- Quality of SIRE reports and report feedback update.

Chair: Tor Festervoll, Statoil

Vice Chair: Khateeb Ansari, Shell

Members represented: Axion Energy • BP • Chevron, ENI • ENOC • IMT • INEOS • Shell • Statoil • Total • Woodside

Meetings in 2017:

OTG 31 14 March London, UK

OTG 32 11 September London, UK

Purpose

To provide IT support and guidance for the development, implementation, modification and operation of industry initiatives developed through OCIMF in the SIRE, OVID and MTIS programmes.

2017 activity

Topics discussed included:

- The required notice period for release of the Europe and South and Central America BPQs directly to the production environment.
- Launch of TMSA3 and transition from TMSA2 to TMSA3.
- Europe Barge Inspection Scheme (EBIS) integration into Europe BPQ.
- Development and release of the new Mobile Offshore Drilling Unit (MODU2) and Offshore Vessel Inspection Questionnaire (OVIQ3) report templates.
- Revision of the Offshore Vessel Management and Self Assessment (OVMSA) report template.
- Revision of the Offshore Vessel Particulars Questionnaire (OVPO) report template.
- New OVID website design.
- US sanctions framework.
- OCIMF ID numbering scheme.
- Availability and reliability of programme and web services.
- Updates on OCIMF programmes and programme security.
- Removal of ability to use unsecure http connections of web services.
- Move to the new web services API endpoint: <https://api.ocimf.org/ocimfServices.asmx>.
- Decommissioning of the legacy .ftp Index download.
- Webservices Token Authentication.
- Review of the group Terms of Reference and change of group name to 'OCIMF Programmes IT Support Group'.

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 VPQ.

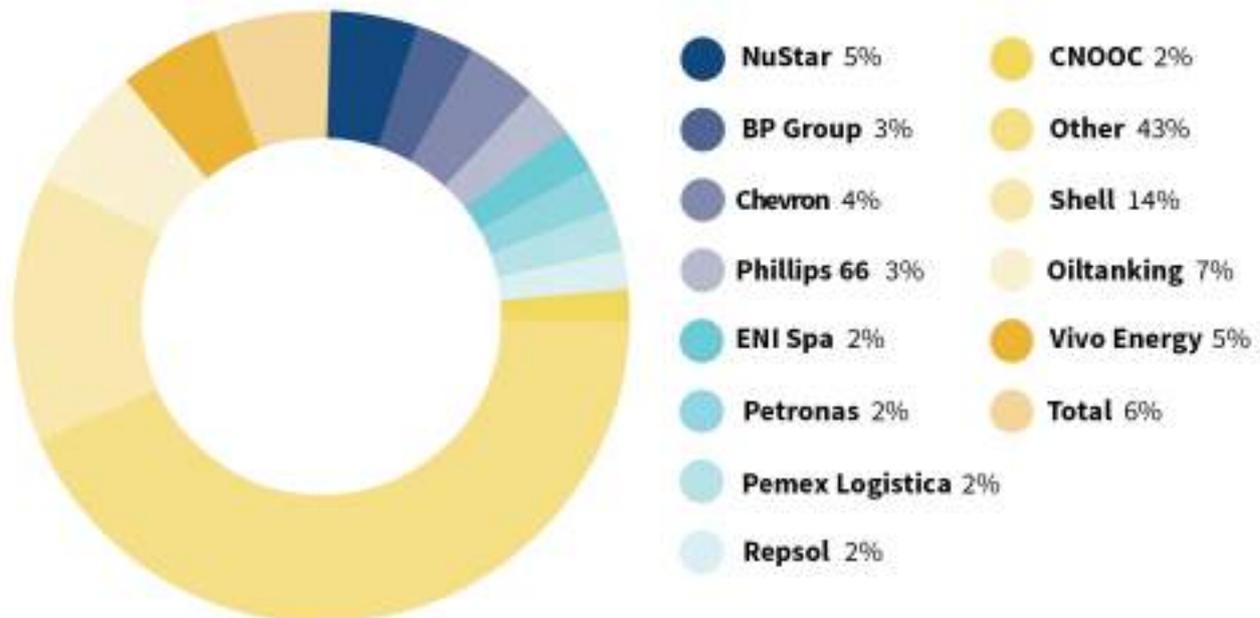
As the system matured, it was recognised that a management and self assessment system for terminals could provide a vehicle for continuous safety improvement, in a similar way to how TMSA does for tanker operators. A terminal operator training tool was also developed to help the operator to meet management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

MTIS is therefore a consolidated system 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.

ocimf-mtis.org

MTPQ system participation



2017 activity

OCIMF reached out to terminal operators to request feedback on the system. This has resulted in planned changes to improve ease of use of the system, e.g. reducing the number and complexity of registration steps and splitting out port information from the data to be submitted by terminal operators. When terminals first register with MTIS they will need to input some high-level, important physical data, but other data can be added later.

MTIS statistics

Terminals registered	700
MTMSAs in the system	292
MTMSAs published	168
MTPQs downloaded/month (average)	400
MTMSAs downloaded/month (average)	40

MTPQ terminals signed up



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

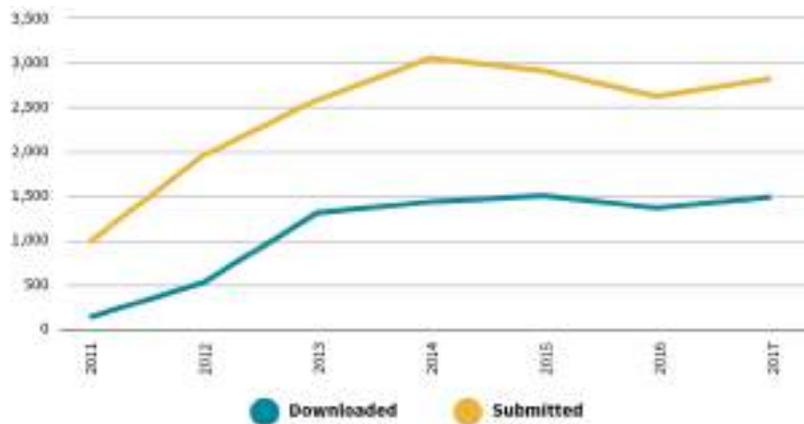
The objective of the OVID programme is to provide a robust web-based inspection tool and database of inspection reports on vessels engaged in upstream support activities. OVID is broadly based on SIRE, with some key differences that reflect the different vessel types. OVID is underpinned by professional, trained and accredited inspectors. There is a long-term aspiration that OVID will become recognised as a tool that is central to the selection and assurance of offshore vessels, complemented by the *Offshore Vessel Management and Self Assessment (OVMSA)* protocol published in 2012. OVMSA provides offshore vessel operators with a practical tool to assess the effectiveness of their management systems.

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

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

ocimf-ovid.org

OVID reports submitted and downloaded



OVID statistics

Total vessels registered at end of 2017:	10,581
Vessels registered in 2017:	862
Number of inspections in 2017:	2,815
Number of vessels inspected in 2017:	2,725
Inspections purchased in 2017:	(distinct inspections purchased) 1,111 (total purchases) 1,508
Number of operators registered in OVID at end of 2017:	1,832
Number of operators registered in OVID during 2017:	191
OVMSAs published at end of 2017:	742
OVMSAs published during 2017:	411 (operators may publish multiple OVMSAs over the course of a year)



COSL DRILLING EUROPE



OVID Focus Group

OFG

Chair: Aaron Cooper, Chevron (to Sep 2017)

Mark Aravidis, Woodside (from Sep 2017)

Vice Chair: Kris Kallaway, ConocoPhillips

Members represented: Shell • Chevron • Total • ConocoPhillips • Woodside • Statoil • IMT • BP • ENI • Maersk • Hess • Inpex

Meetings in 2017:

OFG 14 8–9 March Houston, USA

OFG 15 6–7 September London, UK

Purpose

Responsible for review and maintenance of the OVID programme, including vessel inspection questionnaires and the accreditation of inspectors.

2017 activity

- Development of small vessel (<100GRT) vessel inspection questionnaire.
- Updating the Offshore Vessel Inspection Questionnaire (OVIQ).
- Development of a more focused Offshore Vessel Particulars Questionnaire (OVPQ).
- Reviewing and updating *Offshore Vessel Management and Self Assessment* (OVMSA).
- Monitoring OVID accreditation compliance and training programme.

OVID User Group

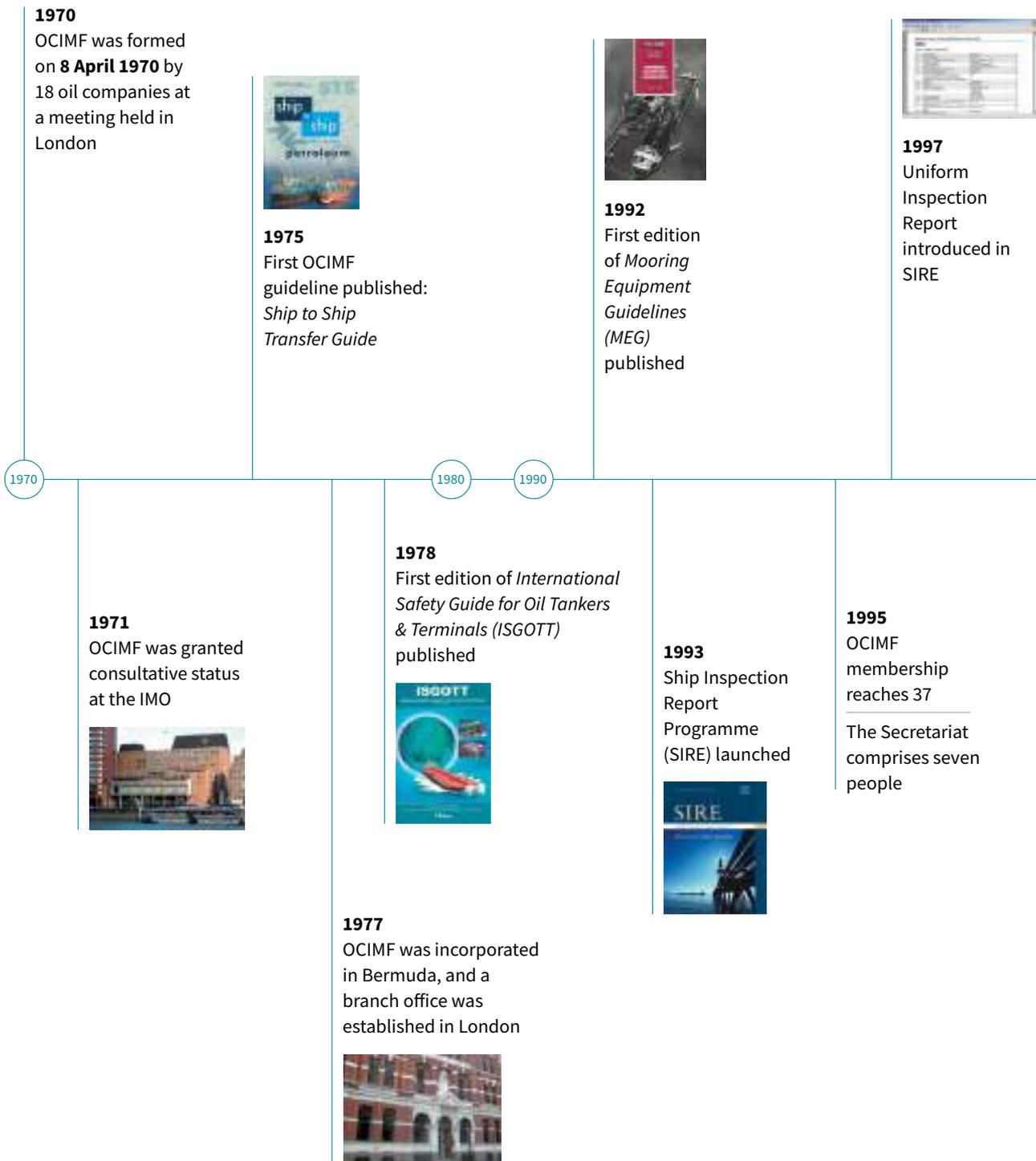
Chair: Mark Aravidis, Woodside

This group gives users of the OVID programme an opportunity to provide comments and feedback on the operation of the programme and where improvements might be considered. They meet twice a year just before the OVID Focus Group. Topics addressed in 2017 included:

- OVID programme statistics and OVIQ updates.
- Compliance and ethics update.
- Feedback from users of the OVID programme.
- Quality of OVID reports and report feedback update.

OCIMF milestones

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





Seatrade AWARDS

2004

SIRE extended to include barges and small vessels

Launch of Tanker Management Self Assessment (TMSA)

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

2011

Maritime Security Technical Adviser position created

OCIMF publications exceed 80

Secretariat comprises 18 people

CNOOC becomes the first Chinese OCIMF member



2014

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

2017

Tanker Management and Self Assessment, Third Edition (TMSA3) released



1998

Creation of OCIMF website

50th OCIMF publication released

2000



2000

SIRE Inspector Training and Accreditation programme released

SIRE system receives ISO certification

2010

2008

OCIMF programmes Compliance Manager role created

2013

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



2010

Offshore Marine Committee formed

Launch of Offshore Vessel Inspection Database (OVID)



Seatrade AWARDS

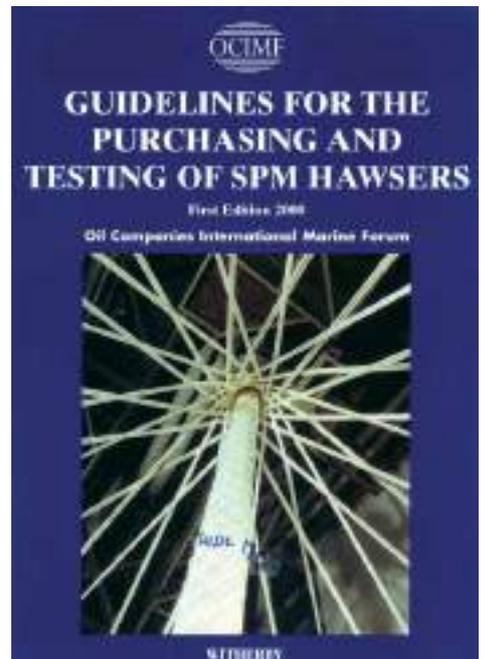
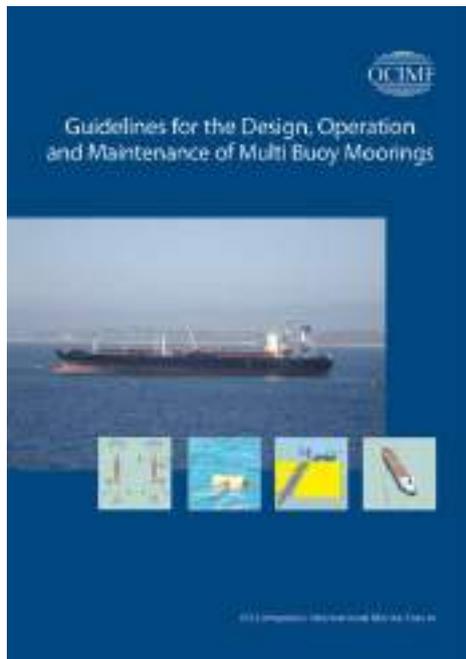
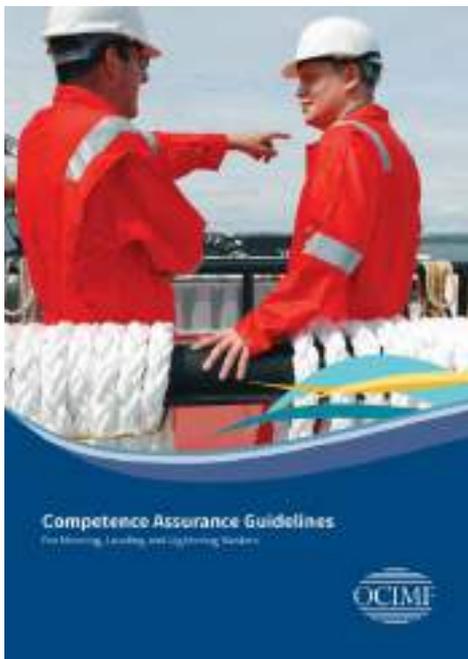
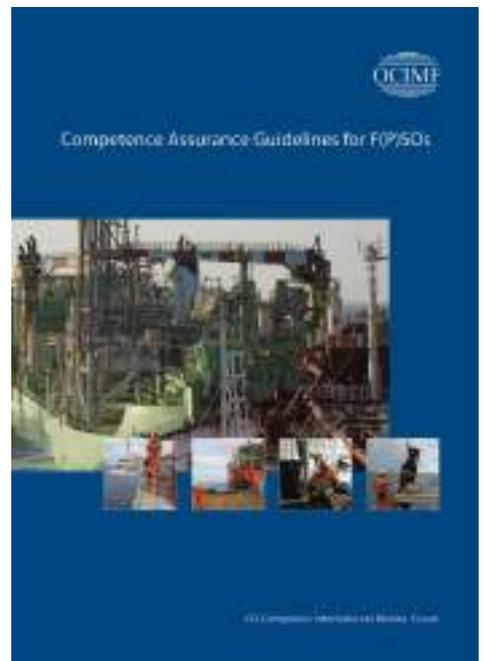
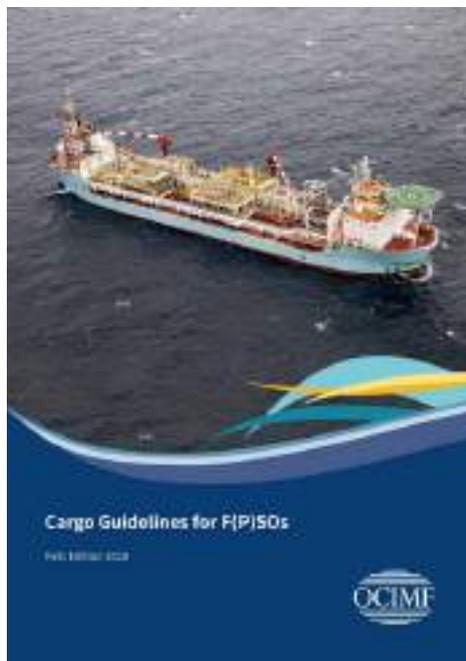
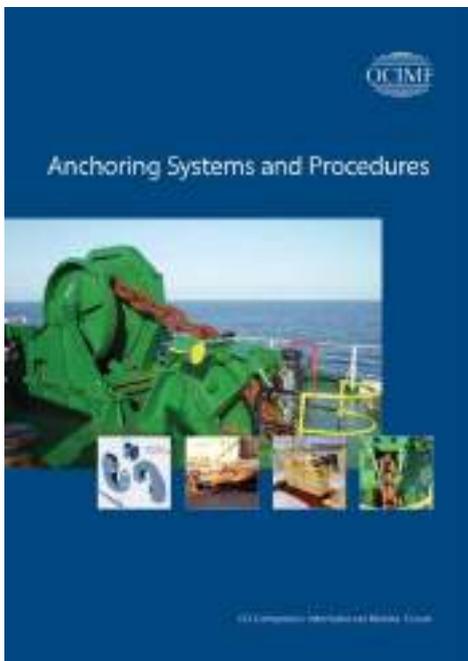
2016

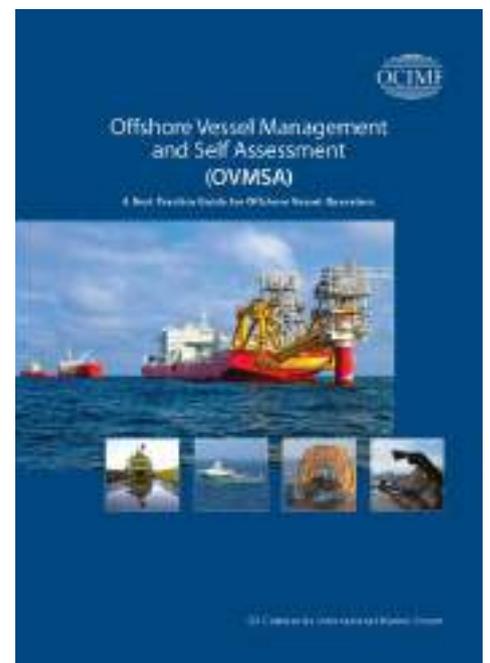
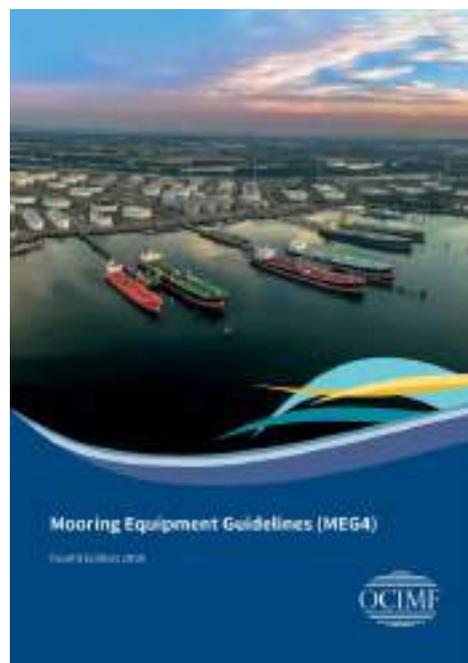
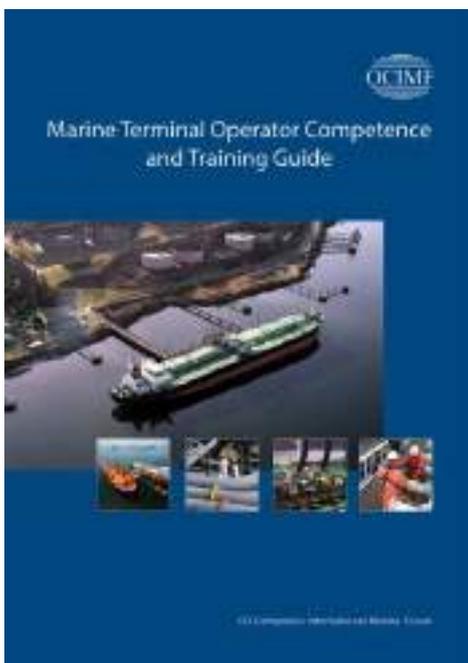
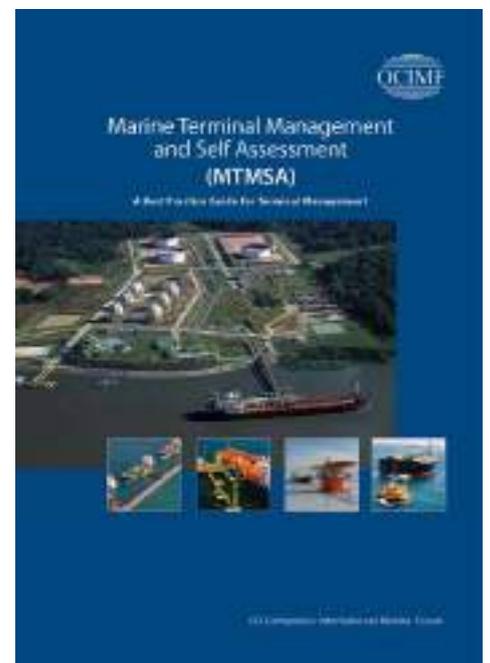
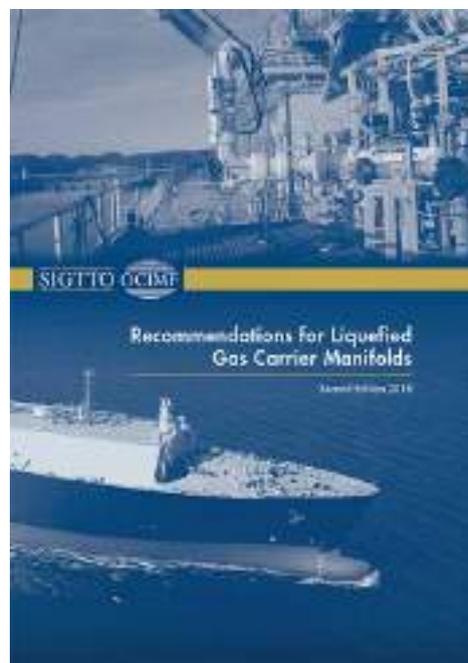
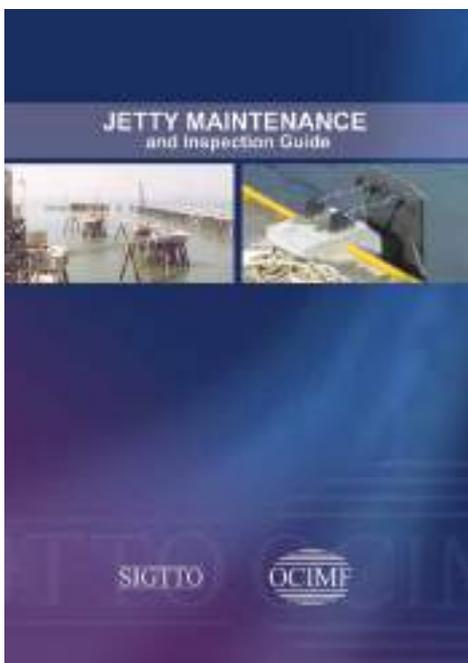
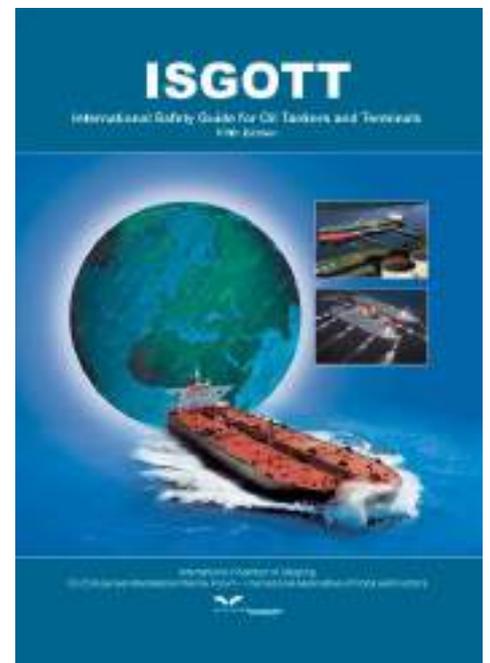
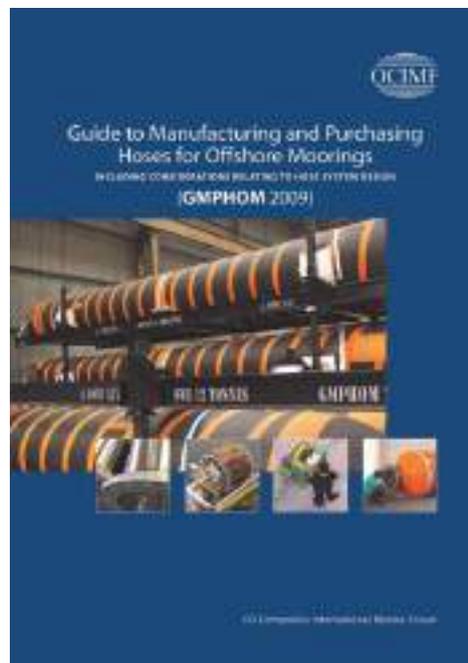
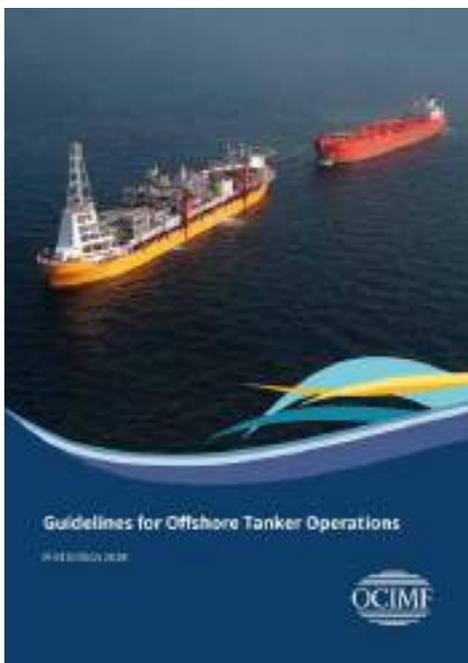
Maritime Trade Information Sharing Centre – Gulf of Guinea (MTISC—GoG) pilot project ends and wins a Seatrade Award in the 'Countering Piracy' category

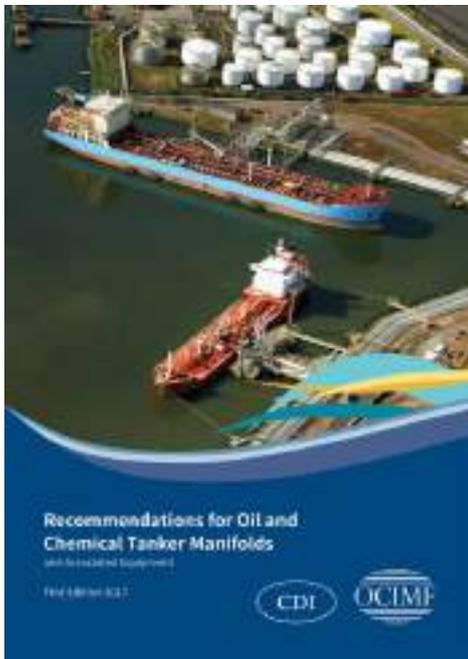
Global Inland and Coastal Barging Focus Group (GICBFG) formed

OCIMF books

Books can be obtained from the publishers Witherby Seamanship International at www.witherbyseamanship.com.

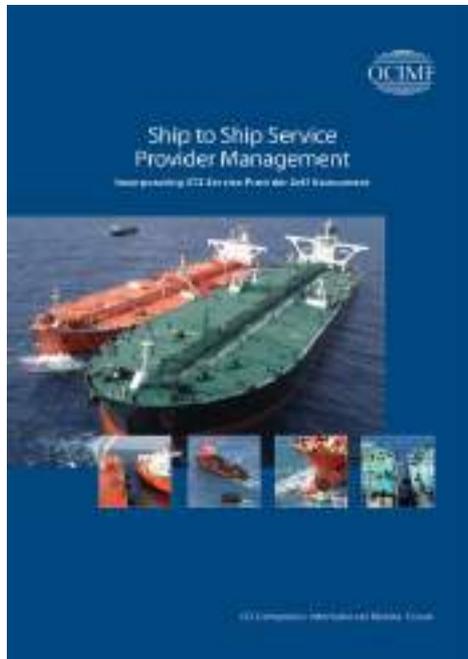






Recommendations for Oil and Chemical Tanker Manifolds
with Associated Equipment

Third Edition 2017

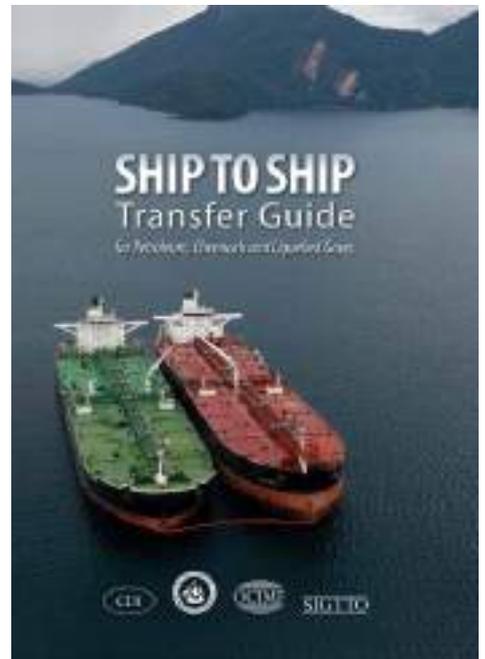


Ship to Ship Service Provider Management

Third Edition 2017 for use from 2018 onwards

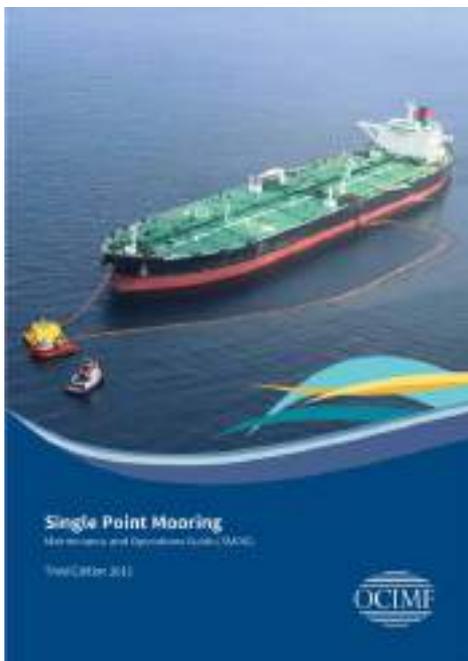


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SHIP TO SHIP Transfer Guide

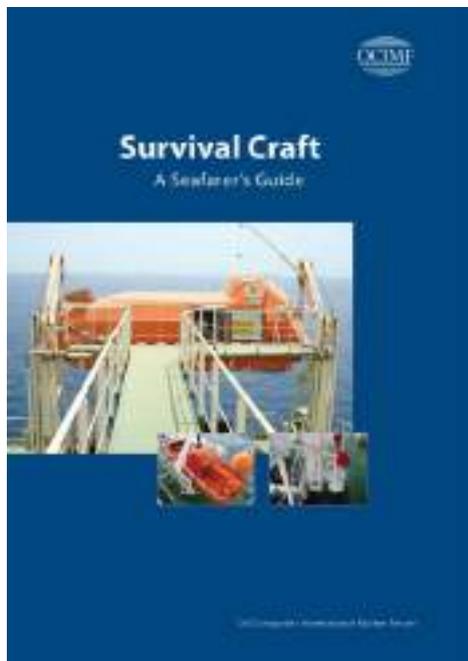
for Petroleum, Chemicals and Liquid Gases



Single Point Mooring

Manoeuvres and Operations Guide (MAG)

Third Edition 2011

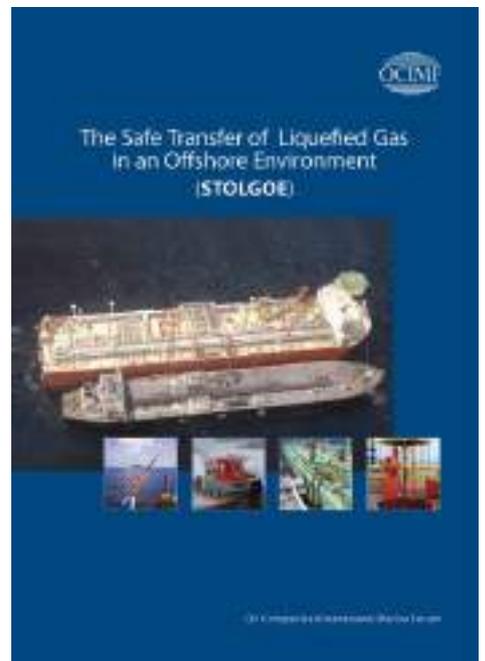


Survival Craft

A Seafarer's Guide



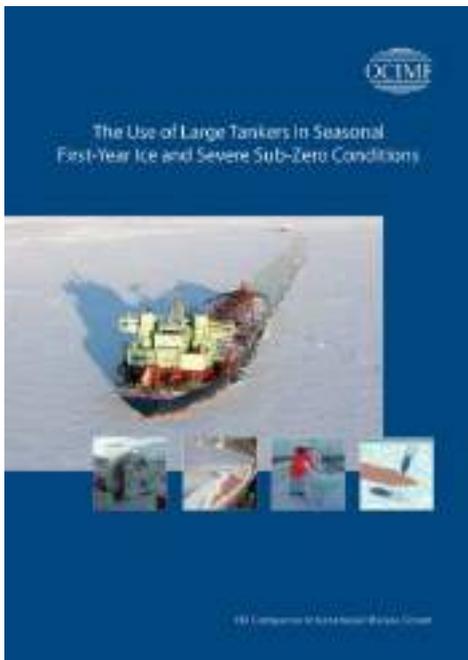
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The Safe Transfer of Liquefied Gas in an Offshore Environment (STOLGOE)



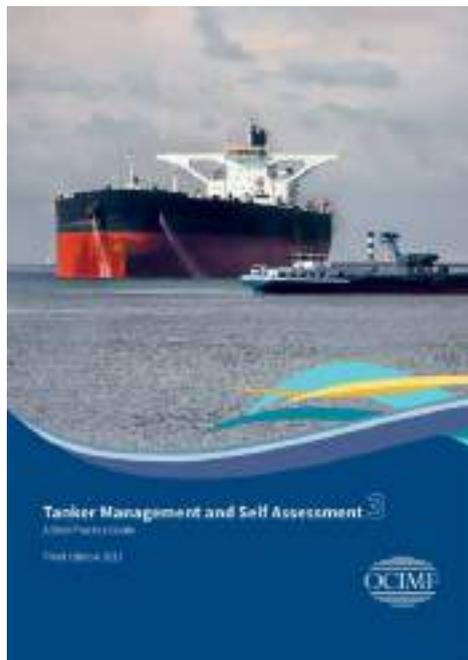
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The Use of Large Tankers in Seasonal First-Year Ice and Severe Sub-Zero Conditions



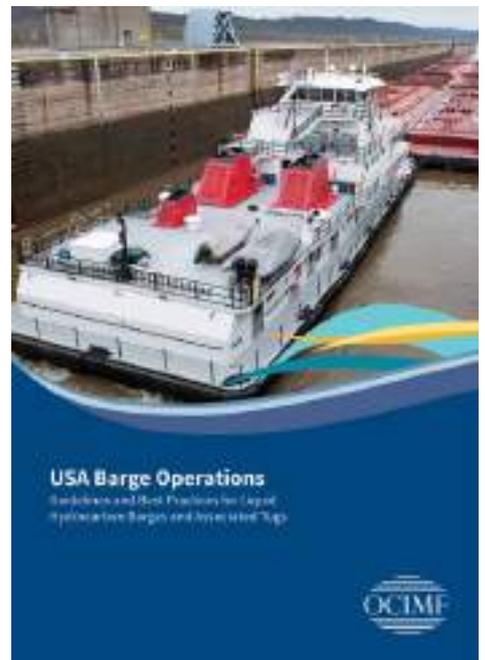
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Tanker Management and Self Assessment

A Self-Assessment Guide

Third Edition 2011



USA Barge Operations

Guidelines and Best Practices for Legal Operations on Barges and Associated Tugs



Other publications

Title	Edition	Date	Author
Barge Safety (Liquefied Cargoes in Bulk)	1st edition	1999 (July)	OCIMF
Clean Seas Guide for Oil Tankers	4th Edition	1994 (August)	OCIMF/ICS
Contingency Planning and Crew Response Guide for Gas Carrier Damage at Sea and in Port Approaches, A	3rd Edition	1999 (July)	OCIMF/ICS/ SIGTTO
Design and Construction Specification for Marine Loading Arms	3rd Edition	1999 (May)	OCIMF
Disabled Tankers—Report of Studies on Ship Drift and Towage	1st Edition	1981 (January)	OCIMF
Drift Characteristics of 50,000 to 70,000 DWT Tankers	1st Edition	1982 (January)	OCIMF
Effective Mooring (Mandarin Edition)	3rd Edition	2015 (January)	OCIMF
F(P)SO Poster	1st Edition	2012 (June)	OCIMF
Guide to Contingency Planning for the Gas Carrier Alongside and Within Port Limits, A	2nd Edition	1999 (July)	OCIMF/ICS/ SIGTTO
ISGINTT (International Safety Guide for Inland Navigation Tank-Barges and Terminals)	1st Edition	2010 (June)	OCIMF/CCNR
Peril at Sea and Salvage: A Guide for Masters	5th Edition	1998 (September)	OCIMF/ICS
Piracy and Armed Robbery Against Ships	1st Edition	2000 (January)	OCIMF
Prevention of Oil Spillages Through Cargo Pumproom Sea Valves	2nd Edition	1991 (January)	OCIMF/ICS

In development

Title	Edition	Due
Design and Construction Specification for Marine Loading Arms	4th Edition	2018
Effective Mooring	4th Edition	2018
Guide to Manufacturing and Purchasing Hoses for Offshore Mooring (GMPHOM)	2nd Edition	2019
Offshore Vessel Management and Self Assessment (OVMSA)	2nd Edition	2019
Peril at Sea and Salvage	6th Edition	2019
Ship to Ship Service Provider Management	2nd Edition	2019
International Safety Guide for Oil Tankers and Terminals (ISGOTT)	6th Edition	2020

OCIMF information papers

Information papers can be downloaded from the OCIMF website at www.ocimf.org

Title	Date	Author
BMP4 Best Management Practices for Protection against Somalia Based Piracy	2011 (August)	OCIMF and other industry associations
BMP 4 Update 08 Oct 2015 Sections 2.6 and 7V2	2015 (October)	OCIMF and other industry associations
Cargo Inspector—Safe Working Practices	2009 (October)	OCIMF
Dynamic Positioning Assurance Framework: Risk-based Guidance	2016 (August)	OCIMF
Estimating the Environmental Loads on Anchoring Systems	2010 (October)	OCIMF
Extract from Survival Craft Seafarers' Guide	2008 (October)	OCIMF
Factors Influencing Accelerated Corrosion of Cargo Oil Tanks	1997 (September)	OCIMF
GHG Emission-Mitigating Measures for Oil Tankers—Part A: Review of Reduction Potential Guidance for Oil Terminal Operators on the International Maritime Organization (IMO)	2011 (July)	OCIMF
International Ship and Port Facility Security (ISPS) Code	2003 (December)	OCIMF
Guide for Implementation of Sulphur Oxide Exhaust Gas Cleaning Systems	2016 (August)	OCIMF
Guide to the International Oil Pollution Compensation Regimes, A	2000 (May)	OCIMF
Guidelines on Cyber Security onboard Ships, The	2017 (July)	OCIMF and other industry associations
Guidelines on the Marine Assessment of F(P)SOs	2016 (March)	OCIMF
Guide to Purchasing High Modulus Synthetic Fibre Mooring Lines	2014 (February)	OCIMF, SIGTTO
Guidelines for the Control of Drugs and Alcohol Onboard Ship	1995 (June)	OCIMF
Guidelines on Capabilities of Emergency Response Services	2013 (March)	OCIMF
Guidelines on Safety Management Systems for Hot Work and Entry into Enclosed Spaces	2008 (October)	OCIMF
Hazards of Snap-back—Initial learnings from a serious incident of mooring line failure, The	2015 (September)	OCIMF
Health, Safety and Environment at New-Building and Repair Shipyards and During Factory Acceptance Testing	2003 (July)	OCIMF
Industry Code of Practice on Ship Recycling	2001 (August)	OCIMF and other industry associations
Inert Gas Systems—Block and Bleed Valve Arrangements for Chemical Tankers Carrying Chemicals and Petroleum Products—Prevention of Inert Gas/Hydrocarbon Backflow	2000 (January)	OCIMF
Inert Gas Systems—Dry Type Deck Water Seals—Prevention of Inert Gas/Hydrocarbon Backflow	2000 (February)	OCIMF
Inert Gas Systems—The Use of Inert Gas for the Carriage of Flammable Oil Cargoes	2017 (March)	OCIMF
Inert Gas Systems—Semi-dry Type Deck Water Seals—Prevention of Inert Gas/Hydrocarbon Backflow	2000 (February)	OCIMF
Information Paper on Pumproom Safety, An	1995 (September)	OCIMF
Lifeboat Incident Survey	2000 (January)	OCIMF, INTERTANKO, SIGTTO
Linked Ship/Shore Emergency Shutdown Systems for Oil and Chemical Transfers	2017 (April)	OCIMF, CDI
Maintaining Structural and Operational Integrity on Tankers Carrying Cold Oil Cargoes	2012 (December)	OCIMF
Manning at Conventional Marine Terminals	2008 (June)	OCIMF

Title	Date	Author
Marine Breakaway Couplings	2008 (November)	OCIMF
Marine Injury Reporting Guidelines	1997 (February)	OCIMF
Offshore Vessel Operations in Ice and/or Severe Sub-Zero Temperatures	2014 (October)	OCIMF
Oily Water Separators	2006 (February)	OCIMF and other industry associations
Port and Terminal Information	1997 (September)	OCIMF
Recommendation Briefing Paper for OCIMF Member Companies on Guidelines for Transiting the Straits of Magellan including Commentary on Passage around Cape Horn	2010 (November)	OCIMF
Recommendations for the Tagging/Labeling, Testing and Maintenance, Documentation/Certification for Ships' Lifting Equipment	2005 (May)	OCIMF
Recommendations on Engineering Watch/Duty Period Handover and Inspection Routine	2013 (April)	OCIMF
Recommendations on the Hazard Assessment of Fuel Changeover Process	2013 (April)	OCIMF, INTERTANKO
Recommendations on the Proactive use of Voyage Data Recorder Information	2012 (October)	OCIMF
Recommendations Relating to the Application of Requirements Governing Seafarers' Hours of Work and Rest	2012 (November)	OCIMF
Regional Guide to Counter Piracy and Armed Robbery against Ships in Asia	2016 (February)	OCIMF and other industry associations
Results of a Survey into Lifeboat Safety	2004 (July)	OCIMF
Safe Access on Ships with Exposed or Raised Deck Structures	2012 (March)	OCIMF
Safety, Health, Environmental Issues and Recommendations for Shipboard Handling of Elevated Mercury Crude Cargoes	2011 (August)	OCIMF
Ship Measurement—Deadweight or Displacement?		OCIMF
Ship Security—Bridge Vulnerability Study	2014 (October)	OCIMF
Study into Crane Loads Associated with Hose Handling at Offshore Terminals, A	2015 (November)	OCIMF

In development

Title	Due	Author
Behavioural Competency Assessment and Verification for Vessel Operators	2018	OCIMF, INTERTANKO
Factors Influencing Accelerated Corrosion of Cargo Oil and Ballast Water Tanks	2018	OCIMF
Guidelines for Transiting the Turkish Straits	2018	OCIMF
Guidelines to Harden Vessels	2018	OCIMF
Industry Expectations for the Provision of Marine Terminal Information and Port Regulations	2018	OCIMF
Insulating Flange Inspection	2018	OCIMF
Marine Terminals Impacted by Ice or Severe Sub Zero Temperatures	2018	OCIMF
Navigational Audits and Assessments: A Guide to Best Practice	2018	OCIMF
Northern Sea Route Navigation: Best Practices and Challenges	2018	OCIMF
Safety Critical Equipment and Spare Parts Guidance	2018	OCIMF
Sharing Lessons Learned from Incidents	2018	OCIMF, INTERTANKO
Transfer of Personnel by Crane between Vessels	2018	OCIMF
Volatile Organic Compounds (VOC) Emissions from Cargo Systems on Oil Tankers	2018	OCIMF
Best Practices on Static Towing Assemblies	2019	
Carriage of Methanol in Bulk Onboard Offshore Vessels, The	2019	OCIMF
Deck Cargo Management of Offshore Vessels	2019	OCIMF
Drug and Alcohol Policy	2019	OCIMF
F(P)SO Marine Assessment Questionnaire	2019	OCIMF
Guidelines for the Handling, Storage, Inspection and Testing of STS Hoses	2019	OCIMF
Polar Waters Operations Manual	2019	OCIMF, ICS