



Annual Report 2021



Mission

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

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

Strategic priorities

Publications

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

Advocacy

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

Programmes

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

Members Collaboration

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



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

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Message from the Chairman

To say that 2020 was a unique year would be an understatement – COVID-19 has affected us all, personally and professionally. Our industry has seen a drastic decrease in transportation fuel demand. This decline has led to large-scale reorganisations in many of our member companies, and we will continue to feel the effects for a while. We have had to change how we work, quickly adapting to a more remote and flexible approach. Some of us have suffered personal loss through this crisis, others have been left without a job through no fault of their own. From a maritime perspective, the biggest impact has been the inability to get ports, terminals, governments, charterers, operators and airlines globally aligned to ensure timely crew changes, which could potentially have an impact on the health of the affected seafarers and their families.

OCIMF has also faced challenges in its 50th year. Planned celebrations were cancelled when it became clear that the effects of the pandemic would continue much longer than originally hoped. Inspector training and audits were also cancelled, the Secretariat was set up to work from home and committee meetings were rescheduled to remote meetings. During the early stages of the pandemic, a COVID-19 taskforce was set up to provide guidance for inspectors, operators and members to help navigate the many changes. This team developed remote inspection processes to assist where physical inspections could no longer be carried out. The taskforce also introduced a document repository for inspectors to pre-read necessary information before travelling to a vessel, resulting in reduced time onboard ships.

During the crisis, the scheduled roll-out of the new Secretariat and Committee structures progressed at pace. Although additional challenges surfaced, the phased roll-out began in July and remains on-track. As expected in the Strategy, we are introducing new ways of working in addition to new COVID-19 requirements; many of the new processes complement each other. As these processes are assimilated over the next twelve months, I believe that they will result in OCIMF's success well into the future.

It is a true reflection of the value and impact of membership participation and collaboration that we published four books and eight information papers in 2020, providing industry best practice and guidance – including the sixth edition of the *International Safety Guide for Oil Tankers and Terminals* (ISGOTT 6) which we co-authored with the International Chamber of Shipping (ICS).



What we have accomplished during this past year alone is incredibly impressive. I am looking forward to future successes as we implement our Strategy and the lessons learned from 2020.

The development of our next-generation inspection programme, SIRE 2.0, has progressed well with testing to begin in the second half of 2021. The longer-term goal is to incorporate all our current inspection programmes within the SIRE 2.0 platform. This is a particularly exciting initiative and will ensure our inspection programmes are fit for the future.

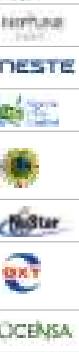
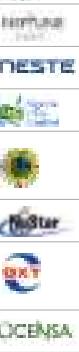
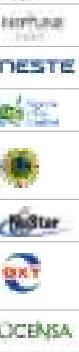
I have said before how proud I am of what OCIMF has achieved in the past 50 years. What we have accomplished during this past year alone is incredibly impressive. I am looking forward to future successes as we implement our Strategy and the lessons learned from 2020.

I thank my colleagues on the committees, expert groups, groups in transition and the Secretariat for their hard work and resilience in delivering another successful year for OCIMF.

A handwritten signature in black ink, appearing to read "Mark Ross".

Mark Ross, Chairman

OCIMF MEMBERSHIP

 Abu Dhabi National Oil Company (ADNOC)	 Gazprom Global LNG Ltd	Pan American Energy LLC SUC ARG
 Addax Oryx Group	 Hellenic Petroleum SA	
 Aker BP ASA	 Hengyuan Refining Company (HRC)	
 Alma Petroli	 Hess Corporation	
 Ampol Group	 Husky Energy	
 Angola LNG	 Indian Oil Corporation Limited	
 Bakri International Energy Company Limited	 INEOS Europe AG	
 BASF SE	 INPEX Corporation	
 BHP	 International Marine Transportation Limited (IMT)	
 Borealis AG	 IPLOM SPA	
 BP Shipping Limited	 Irving Oil Ltd	
 Braskem SA	 Ithaca Energy	
 Cargill Ocean Transportation	 KMG International NV	
 Cenovus Energy Inc	 Koch Shipping PTE Ltd	
 Centrica PLC	 Kosmos Energy LLC	
 Cheniere Energy Inc	 Kuwait Oil Company	
 Chevron Shipping Company LLC	 LUKOIL Oil Company	
 Chrysaor	 Lundin Norway AS	
 CNOOC	 Marathon Oil Company	
 Compagnie de Distribution des Hydrocarbures (LyondelBasell)	 Marathon Petroleum Co. LP	
 Compania Espanola de Petroleos SA (CEPSA)	 Marquard & Bahls AG	
 ConocoPhillips	 Martin Midstream Partners	
 Dana Petroleum Ltd	 Maxcom Petroli SpA	
 Dolphin Energy Ltd	 Medco E&P Natuna Ltd	
 Ecopetrol S.A.	 MISC Maritime Services SDN.Bhd. (MMS)	
 Emirates National Oil Company (ENOC)	 Motor Oil (Hellas) Corinth Refineries SA	
 Empressa Nacional del Petroleos (ENAP)	 Naturgy Energy Group S.A.	
 Enel	 Nayara Energy	
 Energy Transfer Partners LP (was Sunoco Logistics Partners LP)	 Neptune Energy	
 Engen Petroleum Limited	 Neste Corporation	
 Eni SpA	 Nigeria LNG Limited	
 EP Petroecuador	 Nigerian National Petroleum Corporation	
 Equinor ASA	 NuStar Energy LP	
 Essar Oil UK	 Occidental Energy Marketing Inc	
 Excelerate Energy LLC	 OCENSA	
 Fortrec Petroleum and Chemicals Pte Ltd	 OLT Offshore LNG Toscana SpA	
	 OMV Refining & Marketing GmbH	
	 Pampa Energia SA	
<small>*The Petroleum Industry Marine Association of Japan (PIMA) is counted as two OCIMF members; a full list of PIMA companies is held at the OCIMF Secretariat.</small>		

Managing Director's review

2020 will be best remembered as challenging. Although there are many negative connotations to be made, it was a year for learning and full of opportunities. Within OCIMF we welcomed these opportunities to try different things and are already applying much of what we have learned.

As we looked forward from 2019, the biggest impact expected in the industry was the implementation of the 0.5%-sulphur marine fuels which came into effect January 2020. I am happy to say that landmark passed without any safety impact and I am certain the joint-industry publication released in mid-2019 helped to ensure that. In hindsight we know that the pandemic would dwarf anything we envisaged, affecting health and safety to an extent not seen in our lifetime and changing how we live and work. On a positive note, it is encouraging to look back and see how much we achieved in OCIMF given the frequently changing restrictions and priorities.

The Secretariat quickly adapted to working from home and we found that we could accomplish all our day-to-day work remotely. There are positives and negatives to working from home, but we met our objective to maintain efficiency and effectiveness. Remote meetings became the only viable option and worked well for internal meetings and forum committees. We set up a COVID-19 taskforce early in 2020 to address issues associated with vessel inspections, including publishing guidance, developing a remote inspection process and implementing limited remote training for inspectors. These steps provided solutions to specific needs on a timely basis and



continue to provide experience as we progress through the pandemic. We plan on using this experience to good effect in the future.

We successfully published four books and eight information papers including Best Management Practices to Enhance Maritime Security for Vessels & Mariners Operating Off the Coast of West Africa including the Gulf of Guinea (BMP West Africa), the sixth edition of the *International Safety Guide for Oil Tankers and Terminals* (ISGOTT 6), the second edition of *STS Service Provider Management and Self Assessment Guide*, the sixth edition of *Peril at Sea and Salvage: A Guide for Masters*, The OCIMF *Human Factors Approach and Recommendations on the Usage of ECDIS and Preventing Incidents*. We appreciate the ongoing commitment of our members and joint industry organisation authors without whom the publication of these best practices and guidance would not be possible.

Our three major ongoing projects continued to progress well: The joint INTERTANKO/OCIMF Tanker Accident Database (TAD) went live 1 December; we set up a project taskforce for transitioning elements of the European Barge Inspection Scheme (EBIS) into the OCIMF SIRE programme, which went live 1 January 2021; and SIRE 2.0 is in the final development stages and is scheduled to begin inspection and process testing in 2021.

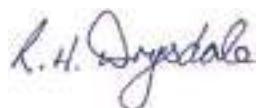
In continuing to implement our Strategy, we started a phased roll-out of the new Secretariat and Committee structures in July and are scheduled to complete this in the first quarter of 2021. The development of the OCIMF Environment Plan commenced with a member survey and culminated in a two-day workshop to clarify OCIMF's priorities; this will provide the basis for future work activities on environmental issues including Greenhouse Gas (GHG) reduction measures.

I expect 2021 to be just as challenging as 2020 but I anticipate a year full of promise as well. There is much to look forward to in addition to the hope that we will see the end of the pandemic. We will complete the OCIMF Strategy implementation, complete testing of SIRE 2.0 and commence our journey on activities in line with our new Environment Plan. Maritime security continues to be a major problem in various geographical regions, but the Industry/Nigeria joint working group has made good progress in 2020, and I believe that OCIMF's participation and collaboration in this group will help deliver improvements in the Gulf of Guinea in 2021. I am also confident that we will see more practical solutions to Human Factors issues and OCIMF is well positioned to play a major role in this field.

I expect 2021 to be just as challenging as 2020 but I anticipate a year full of promise as well. There is much to look forward to in addition to the hope that we will see the end of the pandemic.

In closing, I want to thank all our member representatives and the Secretariat for their excellent efforts and performance during this challenging year. It has not been easy, but their dedication, commitment and teamwork have delivered efficiency, effectiveness and agility while dealing with COVID-19 and organisational restructure.

I look forward to working with you in 2021 when we will achieve even more together.



Rob Drysdale, Managing Director



History

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

In the early 1970s, a variety of antipollution initiatives were starting to emerge nationally, regionally and internationally, but with little coordination.

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

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

OCIMF was granted consultative status at the IMO in 1971 and continues to present oil industry views at IMO meetings. Since then, its role has broadened to take account of the changing maritime activities of its membership. Its remit now covers safety, health, security and the environment pertaining to tankers, barges, offshore vessels and terminal interfaces.

About OCIMF

Today, OCIMF is widely recognised as leading the global marine industry in the promotion of safe and environmentally responsible transport of crude oil, oil products, petrochemicals and gas, and driving the same values in the management of related offshore marine operations. Membership is expanding and includes every oil major in the world along with the majority of national oil companies and many independent oil companies.

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

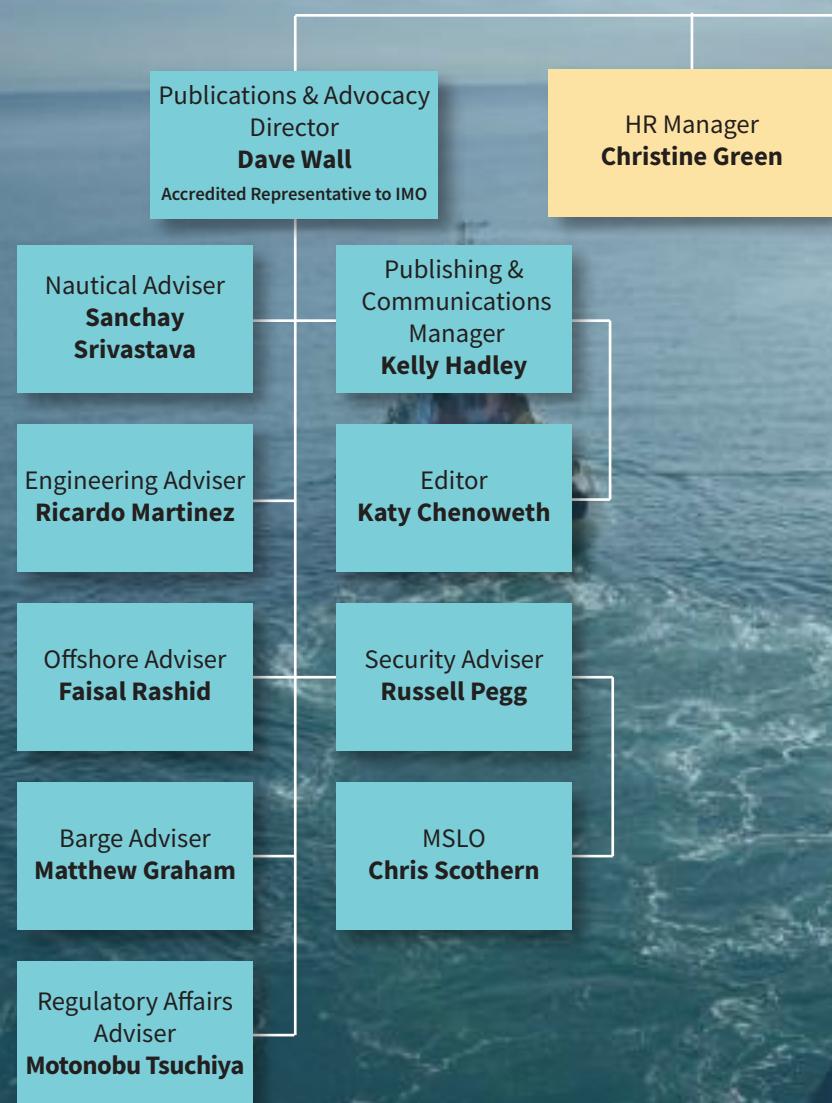
regulation necessarily slow as it crosses many individual countries and jurisdictions, OCIMF is in the unique position of being able to leverage the expertise of its membership to press ahead with much-needed guidance on important industry issues. This provides the means to improve practices in the membership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

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

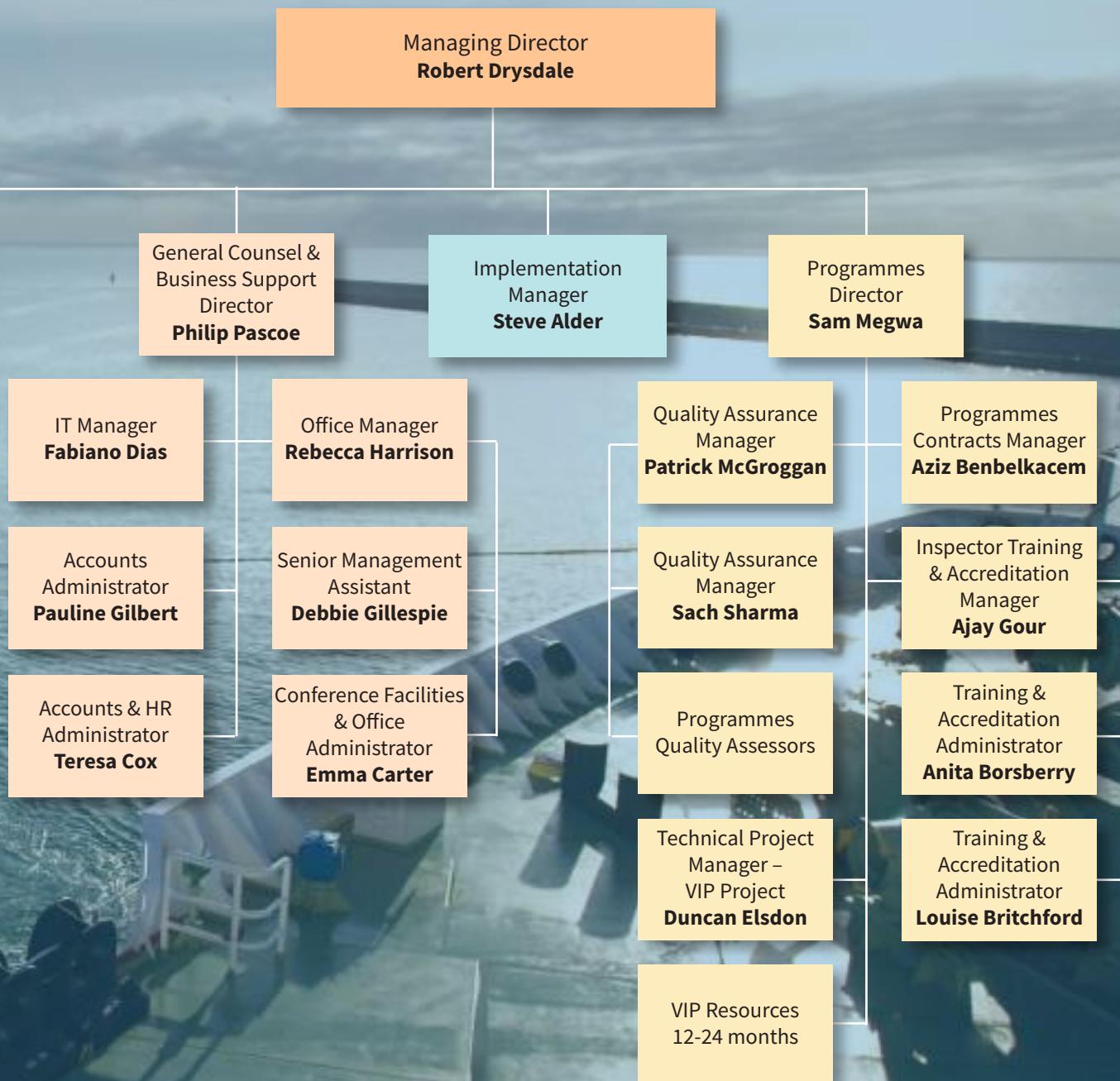
Today, OCIMF is widely recognised as leading the global marine industry in the oil, gas and chemical sector.



ORGANISATIONAL CHART



ORGANISATIONAL CHART



SECRETARIAT



Rob Drysdale
Managing Director



Sam Megwa
Programmes Director



Dave Wall
Publications &
Advocacy Director



Sanchay Srivastava
Nautical Adviser



Faisal Rashid
Offshore Adviser



Ricardo Martinez
Engineering Adviser



Ajay Gour
Inspector Training &
Accreditation Manager



Patrick McGrogan
Quality Assurance
Manager



Sach Sharma
Quality Assurance
Officer



Anita Borsberry
Training &
Accreditation Manager



Fabiano Dias
IT Manager



Kelly Hadley
Publishing &
Communications
Manager



Emma Carter
Conference Facilities
& Office
Administrator



Debbie Gillespie
Senior Management
Assistant



Katy Chenoweth
Editor

SECRETARIAT



Philip Pascoe

General Counsel
and Business
Support Director



Russell Pegg

Security Adviser



Matthew Graham

Barge Adviser



Motonobu Tsuchiya

Regulatory Affairs
Adviser



Duncan Elsdon

Technical Project
Manager – VIP Project



Aziz Benbelkacem

Programmes
Contracts Manager



Louise Britchford

Training & Accreditation
Administrator



Teresa Cox

Accounts & HR
Administrator



Rebecca Harrison

Office Manager



Pauline Gilbert

Accounts
Administrator

OCIMF MILESTONES

1970

OCIMF was formed on 6 April 1970 by 18 oil companies at a meeting held in London



1971

OCIMF was granted consultative status at the IMO



1975

First OCIM guideline published: Ship to Ship Transfer Guide



2004

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



2000

SIRE Inspector Training and Accreditation programme released

SIRE QMS receives ISO certification



1993

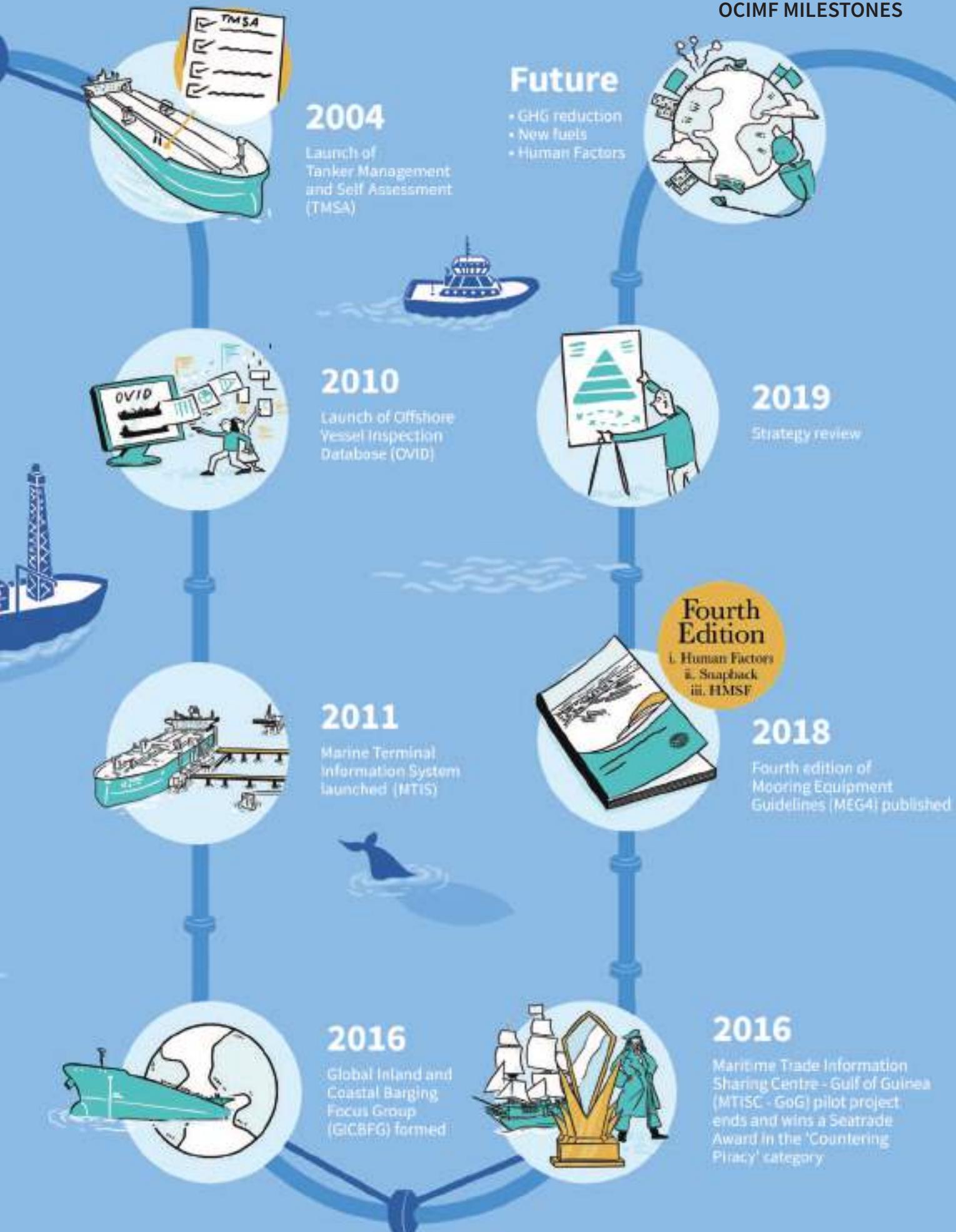
Ship Inspection Report Programme (SIRE) launched



1990

OFA Double Hulls





OCIMF in numbers

51

YEARS OF OCIMF
1970 - 2021

3

PRINCIPAL
COMMITTEES



15

FUNCTIONAL
COMMITTEES AND
EXPERT GROUPS



18,075 FOLLOWERS

2,357 NEWSLETTER
SUBSCRIBERS

112 MEMBERS IN 45 COUNTRIES



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

INFORMATION
PAPERS

71

BOOKS

35



OVID STATISTICS		SIRE STATISTICS	
TOTAL VESSELS REGISTERED AT END OF 2020	8,149	TOTAL VESSELS REGISTERED AT END OF 2020	7,116
VESSELS REGISTERED	679	VESSELS REGISTERED	1,802
NUMBER OF INSPECTIONS	2,571	NUMBER OF INSPECTIONS	29,039
NUMBER OF VESSELS INSPECTED	2,484	NUMBER OF VESSELS INSPECTED	15,853
INSPECTIONS PURCHASED (DISTINCT INSPECTIONS PURCHASED)	1,217	INSPECTIONS PURCHASED (DISTINCT INSPECTIONS PURCHASED)	40,614
INSPECTIONS PURCHASED (TOTAL PURCHASES)	1,721	INSPECTIONS PURCHASED (TOTAL PURCHASES)	191,389
TOTAL OPERATORS REGISTERED IN OVID AT END OF 2020	1,401	TOTAL OPERATORS REGISTERED IN SIRE AT END OF 2020	1,918
NUMBER OF OPERATORS REGISTERED IN OVID	112	NUMBER OF OPERATORS REGISTERED IN SIRE	251
TOTAL OVMSAS PUBLISHED AT END OF 2020	944	TMSAS PUBLISHED AT END OF 2020	1,112
OVMSAS PUBLISHED (OPERATORS MAY PUBLISH MULTIPLE OVMSAS OVER THE COURSE OF A YEAR)	364	TMSAS PUBLISHED DURING 2020 (OPERATORS MAY PUBLISH MULTIPLE TMSAS OVER THE COURSE OF A YEAR)	1,386



OCIMF COMMITTEE STRUCTURE



Functional Committees

Legal

Human Factors

Environment

Maritime Security



Executive Committee



Purpose

The Executive Committee (ExCom) provides governance and strategic direction to the committees and the Secretariat. The Director's Review and reports from the principal committees provide details of OCIMF's activities through 2020.

2020 activity

The Committee heard updates on the approved strategic projects and endorsed the plan to roll out new Secretariat and Committee structures. The re-organised Secretariat would be implemented in July and a phased implementation of the new Committee Structure would commence in September.

The committee was also updated on the progress of the SIRE 2.0 project (Vessel Inspection Programme (VIP)) and approved ongoing expenditure to continue development activities.

COVID-19 impacts were discussed, including staff working from home, virtual meetings, inspection programme guidance bulletins, remote inspection development, inspector training and audits and cancellation of various planned activities including OCIMF's 50th Anniversary event. The committee provided input and guidance for managing core activities during the pandemic.

ExCom 86 was scheduled to be held in San Francisco, USA in December, but it was agreed to develop a back-up plan for a virtual meeting.

New Members: Unipecc **Leaving Members:** None

Chair
Mark Ross (Chevron)
Vice Chairs
Luc Gillet (Total)
Cory Quarles (IMT)

Members represented
BP
ConocoPhillips
Chevron
ENI
ENOC
Equinor
Excelsior
IMT
KOCH
Lukoil
Marathon
Neste
NLNG
Petrobras
Phillips 66
PIMA
Primorsk Oil Terminal
Saudi Aramco
Shell
Total
Viva Energy
YPF

Meetings in 2020
ExCom 85 17-18 June Virtual

General Purposes Committee

Purpose

The GPC is responsible for delivering the OCIMF Strategy in relation to tankers and barges. It drives continuous improvement in safety, security and regulatory matters relating to the design and operations of tankers and barges. It reports to the Executive Committee.

2020 activity

In 2020, the GPC developed, finalised and published *The OCIMF Human Factors Approach and Recommendations on the Proactive Use of Voyage Data Recorder*. The committee endorsed the first draft of TMSA Chapter 14 on human factors for further development. The GPC also developed and launched a remote inspection regime as a temporary COVID-19 measure, and various OCIMF guidelines on impact of COVID-19, including *Joint CDI/OCIMF/INTERTANKO temporary guidelines and precautions for conducting a vessel inspection during COVID-19*. A centralised SIRE Inspection Request tool was launched and while use of the tool is voluntary, it will become mandatory in January 2021. Other activities carried out include publishing the Recommendations on the Usage of ECDIS and Preventing Incidents and commencing the EBIS transition to SIRE and establishing a Nigeria and Industry Joint Working Group (NIWG) to tackle maritime security in the Gulf of Guinea.

Chair

Jeremy Hudson
(Shell)

Vice Chairs

Raj Shetty (ENOC)
Jon Evans (IMT)

Members represented

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

Meetings in 2020

GPC 90
11 March
London, UK

Legal Committee

Purpose

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

2020 activity

In 2020, the Legal Committee discussed OCIMF intellectual property protection and provided support to OCIMF programmes including inspector disciplinary support and VIP project support. The committee reviewed OCIMF publications, and supported the International Maritime Organization (IMO) and International Oil Pollution Compensation (IOPC) Funds issues. The Legal Committee also supported OCIMF Strategy review including reviewing OCIMF membership eligibility and the ExCom Terms of Reference (ToRs).

Chair Miguel Quinones (IMT)	Members represented BP Chevron Equinor IMT Phillips 66 Pima Saudi Aramco Shell Total	Meetings in 2020 Legal 73 14 May 2020 Virtual Legal 73.5 (Intercessional) 9 July 2020 Virtual
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Ports and Terminals Committee

Purpose

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

2020 activity

In April, PTC met for the last time. ISGOTT Project Adviser Andy Dogherty and the OCIMF Secretary gave a comprehensive update on ISGOTT, which was published June 2020.

During this last meeting, the PTC received updates from the Ship to Ship Focus Group (STSFG), Marine Terminal Focus Group (MTFG) and the Marine Structures and Civil Engineering Focus Group (MSCEFG), and was given an overview of OCIMF's new Strategy and Committee Structure. In 2020, the PTC also reviewed and approved the *Static Towing Assembly Guidelines (STAG)*, which was published April 2020.

Chair Eric Vincent (Hess)	Members represented Anadarko BP Chevron ConocoPhillips ENAP Eri ENOC ExxonMobil Hess HRC Husky Energy INPEX INEOS LUKOIL Marathon Nigeria LNG Nustar Petrobras Phillips 66 Primorsk Oil Terminal Saudi Aramco Shell Total Valero Vopak Woodside	Meetings in 2020 PTC 92 15 April Virtual
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Offshore Marine Committee

Purpose

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

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

2020 activity

The OMC focussed on maintaining the high level of productivity of its sub-groups despite members' travel restrictions due to COVID-19.

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

- OCIMF revised Strategy.
- OCIMF Committee Structure project.
- OCIMF Risk and Opportunities project.
- OVID training and accreditation review.

The OMC approved three OCIMF information papers that were published in 2020:

- *Dynamic Positioning (DP) FMEA Assurance: Risk-Based Guidance.*
- *F(P)SO Heading Control Guidelines.*
- STAG.

The OVID Training and Accreditation Review Working Group proposed three options for eligibility criteria for OVID inspectors. The OMC has approved their preferred option for implementation 1 January 2021.

The OMC appreciates the work done by the working groups and thanks all who were involved. These three publications are now available for industry to use and provide feedback for improvement.

Chair

Tim Coombs
(Chevron)

Vice Chair

Andrew Bush
(SeaRiver/
ExxonMobil)

Co-Vice Chair

Laura Roth
(ConocoPhillips)

Members represented

Aker BP
BP
Chevron
Chrysaor,
ConocoPhillips
Chrysaor
Equinor
IOGP
SeaRiver/ExxonMobil
Shell
Suncore
Total
Woodside

Meetings in 2020

OMC 20
1-2 April
Virtual

42nd Annual General Meeting

On 3 December 2020, 33 member companies attended the first virtual Annual General Meeting (AGM). This was the highest turnout that OCIMF has ever achieved and, including proxy votes received, ensured that OCIMF was well covered in meeting the criteria set in the Constitution for member representation. Members were welcomed by the Chairman, Mark Ross, and the Managing Director provided a brief update on the Forum's activities in 2020 and those planned for 2021. Minutes of the previous AGM were approved and various resolutions were passed including election/re-election of Chair and Vice Chairs and members of the ExCom. The 43rd meeting will be held in December 2021 on a date and location to be decided by the ExCom and promulgated to members.

Marine Technical Sub-committee



Purpose

The Marine Technical Sub-committee (MTSC) is a standing sub-committee of the GPC with technical experts focussed on engineering matters across all OCIMF committees, groups and externally to industry organisations. The MTSC work is focussed on key areas of design, construction, maintenance and repair impacting marine vessel operation and offshore marine activities. The sub-committee may make recommendations to improve reliability, safety and protection of the environment.

2020 activity

The MTSC contributed to a stakeholder workshop to develop plan on marine environment and also to the Strategic Execution project on emerging risks and opportunities including collaboration with other groups on:

- Tanker workshops.
- Terminal interface workshops.
- Marine environment workshops.

The group also contributed input to the Strategic Execution workshops on strategic collaborations.

Chair Ahmer Saeed (Shell)	Members represented BP Chevron ConocoPhillips Equinor Phillips 66 ExxonMobil Shell Sonangol Total	Meetings in 2020 MTSC 40 28-30 January San Ramon, USA MSTC intercessional 16 September Virtual
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Environmental Sub-committee



Purpose

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

2020 activity

The ESC transitioned into the Environmental Functional Committee after the implementation of the refreshed OCIMF Committee Structure. See the Environmental Functional Committee description for additional details.

Chair Mike Forrester (IMT)	Members represented Anadarko BP Chevron ENOC Equinor IMT Phillips 66 Saudi Aramco Shell Total	Meetings in 2020 ESC 03 12-13 February London, UK
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Navigation and Routeing Sub-committee



Purpose

The Navigation and Routeing Sub-committee (NARSUC) reports to the GPC and takes the lead on matters related to navigation and routeing that affect vessel operations and marine activities. The sub-committee develops recommendations to improve safety, reliability and protection of navigational safety and the environment. The sub-committee monitors all routeing and legislative issues from the IMO and contributes to the development of IMO-related activities including autonomous shipping and electronic navigation.

2020 activity

This year NaRSuC rolled out important information papers to address risks related to safety of navigation. In addition to formal meetings, there were intersessional calls and consultations with active participation from NaRSuC members.

The following information papers were published and are available on the OCIMF website:

- *Recommendations on the Proactive Use of Voyage Data Recorder Information, 2nd edition.*
- *Recommendations on Usage of Electronic Chart Display and Information Systems (ECDIS) and Preventing Incidents.*

Additionally, *Guidelines for Transiting Turkish Straits, 2nd edition* has been drafted for publication in early 2021.

NaRSuC also conducted an interim Strengths Weakness Opportunities and Threats (SWOT) Analysis on Maritime Autonomous Surface Ships (MASS) as per direction of GPC 90. There will be a wider engagement with other sub-committees and stakeholders to progress this interim analysis before presenting to the relevant committee again.

Some NaRSuC members were involved in identifying key tanker-related risks and opportunities to develop bow ties for OCIMF. OCIMF acknowledges the valuable contribution made by member representatives over the years and thanks those involved in NaRSuC as it transitions to the new Committee Structure.

Chair

Vedran Englebreht
(Shell)

Secretary

Sanchay Srivastava
(OCIMF Nautical Adviser)

Members represented

Chevron
ENOC
ENI
Equinor
ExxonMobil
Petrobras
Shell
Total
YPF

Meetings in 2020

NaRSuC 57
7 January
London, UK

NaRSuC 58
24 June 2020
Virtual

Maritime Security Sub-committee

Purpose

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

Chair

John Evans
(Shell)

Vice Chair

Shaikh Rahim
(IMT)

Secretary

Russell Pegg
(OCIMF Security Adviser)

Members represented

Ampol
BP
Chevron
Equinor
Excelerate Energy
IMT
Nigeria LNG
Shell
Total
Tullow

Meetings in 2020

MSC 01-20
22 April
Virtual

MSC 02-20
28 July
Virtual

Global Inland and Coastal Barging Focus Group

Purpose

The Global Inland and Coastal Barging Focus Group (GICBFG) was formed in February 2016 to review all barge-related safety and pollution prevention issues globally. Its work later expanded to include regional SIRE Cat 3 groups, which developed into three regional inland and coastal barging focus groups:

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

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

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

2020 activity

The GICBFG planned a range of objectives to progress during 2020 in support of OCIMF's revised Strategy and delivering the Global Barge Strategy. However, these objectives were re-prioritised because a response to COVID-19 was needed. The global barge team supported this effort by developing and implementing a remote inspection programme for barges. Team members also provided advice and information for developing revised uniform practices in the physical inspection of inland and coastal barges.

Preparatory work was undertaken to review the barge group's workflow in conjunction with the possible implementation of the revised OCIMF Strategy. The output contributed to the overall management of change between the committee structures and identification of where each project would transfer.

Members of the GICBFG contributed their time and expertise to developing the bow ties needed for the new committee structure. It involved several sessions to populate the structure and create an initial risk and opportunity matrix.

Europe Inland and Coastal Barging Focus Group

2020 activity

Early in 2020, the Europe Inland and Coastal Barge Focus Group (EICBFG) progressed work on the information paper *Effective Communication During Navigation on Inland European Waterways* before the COVID-19 outbreak in Europe.

Focus group members were then involved in fully supporting the OCIMF response to the pandemic by supporting the work in developing a remote inspection programme for the European region. It also involved contributing to the development of procedures and process to assist with the smooth running of the programme.

The membership supported and contributed to the project to transition elements of the European Barge Inspection Scheme (EBIS) into the SIRE programme, as an additional European questionnaire. The main areas included training EBIS accredited inspectors to become SIRE accredited, developing a new European Barge Particulars Questionnaire (BPQ), translating key documents and assisting with communications.

The group also shared their expertise on the *International Safety Guide for Inland Navigation Tank-barges and Terminals (ISGINNT)* and its development.

Preparatory work was undertaken with the Secretariat for the introduction and implementation of the revised OCIMF Strategy.

Chair

Robert Brook
(Chevron)

Vice Chair

Dave Mertens
(Total)

Secretary

Matthew Graham
(OCIMF Barge Adviser)

Members represented

BASF
Chevron
ENI
IMT
INEOS
LUKOIL
OMV
Phillips 66
Shell
Total

Meetings in 2020

EICBFG 09
18-19 March
London, UK

EICBFG 09
4 June
Virtual

EICBFG 09
16 September
Virtual

EICBFG 09
3 December
Virtual

Chair

Robert Brook
(Chevron)

Vice Chairs

Galen Locke
(IMT)
Bjorn Ternoey
(Total)

Secretary

Matthew Graham
(OCIMF Barge Adviser)

Members represented

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

Meetings in 2020

GICBFG 11
28-29 January
London, UK

South and Central American Inland and Coastal Barging Focus Group

2020 activity

The South and Central America Inland and Coastal Barging Focus Group (SCAICBFG) met once during the year because of COVID-19. As a result, there was little activity apart from membership contribution to developing the remote inspection programme for South and Central American barges, and work to prepare for the implementation of the revised OCIMF Strategy.

Chair Jorge Fernandez (Repsol)
Vice Chairs Juan Faggioli (Pan American Energy)
Ricardo Ramos (Braskem)
Secretary Matthew Graham (OCIMF Barge Adviser)

Members represented
Pan American Energy
Petrobras
Repsol
Shell
Transpetrol
YPF

Meetings in 2020
SCAICBFG 13 5 August Virtual

North America Inland and Coastal Barging Focus Group

2020 activity

The North America Inland and Coastal Barge Focus Group (NAICBFG) only met in person once in 2020 due to COVID-19 restrictions.

The focus group successfully hosted a second barge user group where updates were shared with attendees. An open discussion followed on important topics such as the distribution and continued supply of North American CAT 3 inspectors in the region to cover for retirements, etc. There was also dialogue on use of the OCIMF incident repository for inland and coastal barges, and some general inspection process issues.

The focus group were fully engaged in working with the Secretariat to successfully deliver in October the first remote training course in OCIMF for new vessel inspectors. This was a result of having to cancel the face-to-face training earlier in the year, resulting in a reduction of the SIRE Cat 3 accredited inspector pool.

Members of the focus group contributed their time and expertise to developing a remote inspection protocol for their region. This included process/procedures, development of the questionnaire, documentation to be submitted by an operator and testing of the programme before going live.

Chair James Schade (Shell)
Vice Chair Alex Van Dusen (Chevron)
Secretary Matthew Graham (OCIMF Barge Adviser)

Members represented
BASF
Chevron
Energy Transfer
IMT
Marathon
Martin Marine
Phillips 66
Shell
Total
Valero

Meetings in 2020
NAICBFG 17 26-27 January Houston, USA





China Focus Group

Purpose

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

2020 activity

The China Focus Group held no meetings in 2020 but continued to work on developing the inland and coastal barge questionnaire for China. They also checked translations on OCIMF publications published in Mandarin throughout the year.

Chairs
Luo Fuming (Shell)
Vice Chairs
Youyu Lu (CNOOC) <i>Until 1 February 2020</i>
Secretary
Matthew Graham (OCIMF Barge Adviser)

Members represented
CNOOC
IMT
Phillips 66
Shell
Sinopec
Total

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

Human Factors Focus Group

Purpose

The Human Factors Focus Group (HFFG) provides subject matter expertise in human factors to the Forum. It focussed primarily on preventing harm to people and the environment by developing the OCIMF Human Factors Approach in addition to inputs to a new chapter in ISGOTT 6 on human factors.

2020 activity

In 2020, the HFFG convened intersessional meetings on several occasions to progress the *OCIMF Human Factors Approach* and Tanker Management Self Assessment (TMSA) element on human factors. They proposed a human-factors vision for the OCIMF VIP (SIRE 2.0) programme and supported various activities related to VIP that include reviews of VIP question sets, human-factors observation tool and providing technical content for human-factors training modules that are currently under development.

Chairs
Simon Robinson (BP)
Rob Saunders
(Shell)
Vice Chairs
Anuj Gupta ExxonMobil
Adam Cowburn
(Chevron)
Secretary
Sanchari Srivastava (OCIMF Nautical Adviser)

Members represented
BP
Chevron
Equinor
ENOC
ExxonMobil
Petrobras
Shell
Total

Meetings in 2020
HFFG 4 9-10 March 2020 Virtual
Subsequent intersessional meetings

Ship to Ship Focus Group



Purpose

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

2020 activity

The committee finalised and published the *STS Service Provider Management and Self Assessment, A Best Practice Guide* in 2020.

The committee also discussed a member's proposal to participate in a joint industry project to create standards for mooring master and lightering master proficiency.

The STSFG completed a final review of the *Guidelines for the Handling, Storage, Use, Maintenance and Testing of STS Hoses* information paper, which will be published in early 2021.

Chair
Patricia Clark (Saudi Aramco)
Vice Chair
Bill Kappelman (Chevron)
Secretary
Dave Wall (OCIMF Publications & Advocacy Director)

Members represented
BP
Chevron
ExxonMobil
Oil Tanking
Petrobras
Phillips 66
Saudi Aramco
Shell
Total

Meetings in 2020
STSFG 14
19-20 February 2020
The Woodlands, USA

Floating Systems Group



Purpose

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

2020 activity

In 2020, the FSG reviewed the following:

- *F(P)SO Heading Control Guidelines*.
- OCIMF Strategy Communication (Vision/Mission/Strategy).
- OCIMF Committee Structure project.
- OCIMF Risk and Opportunities project.

As tasked by OMC17, FSG has reviewed and developed a priority list for revising publications.

Chair	Members represented	Meetings in 2020
John Reid (Shell)	Aker BP BP Chevron Hess Husky Energy SeaRiver/ExxonMobil Shell Total Woodside Energy	FSG20 4-5 March Toronto, Canada
Vice Chair		
Sebastian Gerrits (SBM Offshore)		
Co-Vice Chair		
Donald Lebreux (SeaRiver/ ExxonMobil)		
Secretary		
Faisal Rashid (OCIMF Offshore Adviser)		
	<i>invited industry guests :</i>	
	Bluewater Bumi Armada BW Offshore MODEC SPM	

Marine Structures and Civil Engineering Focus Group



Purpose

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

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

2020 activity

The MSCEFG reviewed OCIMF *Guidelines for the Design, Operation and Maintenance of Multi Buoy Moorings (MBM)* and recommended that it be maintained and reviewed once the related PIANC recommendation is completed. The group completed a Blue Ribbon Review before the final release of revised PIANC MarCom WG 200 *Recommendations for the Design and Assessment of Marine Single Point Mooring (SPM) or Multi-Point Mooring (MPM) Facilities*. A review of existing document in consideration on the planned revision of BS 6349-1-1:2013 Maritime works. General Code of practice for planning and design for operations was also completed by MSCEFG.

The MSCEFG continued evaluating equivalency criteria guidance for alternative and emerging technologies for mooring systems that may complement the guidance in *Mooring Equipment Guidelines (MEG)*. They also continued revising *Jetty Maintenance and Inspection Guide (JMIG)* and contributed to the following:

- PIANC WG153B *Recommendations for the Design and Assessment of Marine Oil, Gas & Petrochemical Terminals*.
- PIANC WG200 *Recommendations for the Design and Assessment of Marine Single Point Mooring (SPM) or Multi-Point Mooring (MPM) Facilities*.
- PIANC WG211 *Updating of – Guidelines for the Design of Fender Systems*.
- BS 6349-4:2014 *Maritime works. Code of practice for design of fendering and mooring systems*.

The MSCEFG contributed to the Strategic Execution project on emerging risks and opportunities including collaborating with other groups on:

- Tankers workshops.
- Terminal Interface workshops.
- Floating System Marine Export Operations workshops.

The group also contributed input to the Strategic Execution workshops on strategic collaborations.

Chair

Rabinder Manku
(BP)

Secretary

Ricardo Martinez
(OCIMF Engineering Adviser)

Members represented

BP
Chevron
Excellerate Energy
ENI
Petrobras,
SeaRiver/ExxonMobil
Shell

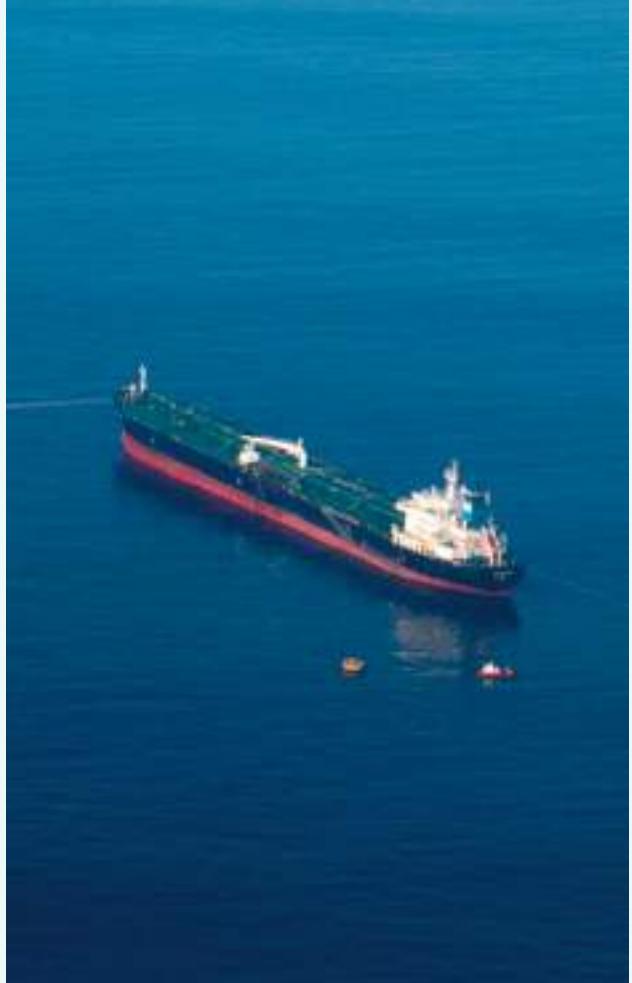
Meetings in 2020

MSCEFG 09
19-20 February
2020
Houston, USA



INTERTANKO/OCIMF Joint Safety Initiative

INTERTANKO and OCIMF have been collaborating through the Joint Safety Initiative since 2016. The Joint Steering Group has produced best practices and guidance on mutual interest subjects such as Sharing Lessons Learned from Incidents and Behavioural Competency Assessment and Verification for Vessel Operators. On 1 December 2020, the joint Tanker Accident Database (TAD) went live. This database is free to use by tanker operators and although developed, funded and governed by INTERTANKO and OCIMF; it is run by a third party to ensure complete anonymity for the operator. INTERTANKO and OCIMF only have access to data, which has been stripped of identifiers, and will use this data to analyse statistics to highlight emerging trends and areas of risk that can be improved through the Joint Safety Initiative for the benefit of the industry.



Cyber Working Group

Purpose

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

2020 activity

The vulnerability of vessels from cyber threats was reinforced during the year as companies prepared to address cyber risk management in safety management systems no later than the first annual verification of the company's Document of Compliance after 1 January 2021. Contribution to the fourth edition of Industry Guidelines on Cyber Security Onboard Ships has been the focus of activity.

Chair

Alexandra Ebbinghaus
(Shell)

Vice Chair

Raajitha Pyreddy
(Chevron)

Secretary

Russell Pegg
(OCIMF Security Adviser)

Members represented

BP
Chevron
Eni
Equinor
Excelerate Energy
IMT
Phillips 66
Koch Shipping
Shell
Total
Viva Energy

Meetings in 2020

CW 11
2 June
Virtual
CW 12
18 June
Virtual

F(P)SO Heading Control Guidelines Working Group

2020 activity

There were three meetings this year (seven in total) during which the working group reviewed updates on the draft. All the chapters were updated. MARIN developed the bollard pull calculation tool for chapter 10. Which was reviewed in depth by the working group. This information paper was published in 2020.

Reports to: OMC

Chair

Sebastian Gerrits
(SBM Offshore)

Vice Chair

Donald Lebreux
(SeaRiver/ExxonMobil)

DP FMEA Working Group

2020 activity

This working group is led by OCIMF and includes service members, technical vessel operators, Class representatives, training and accreditation institutes and representatives from the International Marine Contractors Association (IMCA) and the Marine Technology Society (MTS). The information paper was completed and approved by the OFG and was published in 2020. It has become part of specification of FMEA/renewal of FMEAs.

Reports to: OMC

Chair

Kris Kallaway
(ConocoPhillips)

Vice Chair

Suman Muddusetti
(Shell)

Members represented

ABS
ALLSEAS
BP
Bureau Veritas
Chevron
ConocoPhillips
DNVGL
Hornbeck Offshore
IMCA
Lloyds
M3 Marine
MTS

Nautical Institute
OSVDPA
Petrobras
POSH
Saudi Aramco
Sea Drill
SeaRiver/ExxonMobil
Sebastians
Shell
Swire Pacific
Total
Transocean

Static Towing Assembly Guidelines Working Group

2020 activity

This working group published the information paper which supplements the *Guidelines to Offshore Tanker Operations (GOTO)* and should be read along with the relevant guidance for static towing operations. *Static Towing Assembly Guidelines* provides technical guidance on selecting fit for purpose towing assemblies that minimise risk of injury to crew members or damage to equipment and optimise the effectiveness of static towing operations.

Reports to: OMC

Chair

Andrew Bickerdike
(Chevron)

Vice Chair

Luiz Filipe Ferreira de Santana
(Petrobras)



International Maritime Organization

The International Maritime Organization (IMO) is the United Nations specialised agency on marine and maritime affairs. Its remit today includes safety, environmental concerns, legal matters, technical cooperation, maritime security and shipping efficiency.

While the Assembly and the Council undertake high-level policy decisions, the IMO's specialised committees and sub-committees conduct the technical and legal work.

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

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

Due to the COVID-19 pandemic, meetings were organised remotely (online) and addressed high-priority and urgent issues only.

Key contribution in 2020

NGO status under the London Convention meeting: The London Convention and its secretariat were originally independent of the IMO and governed dumping of shore-generated waste into the ocean. The London Convention has evolved over the years. Today's work includes carbon dioxide (CO₂) storage in the seabed, decommissioning of offshore installations and other issues that relate to ocean governance. Following the provisional decision in September 2020, OCIMF received formal NGO status in December 2020 under the London Convention meeting.

Polar operations: OCIMF advised the IMO on its joint work with ICS on Guidelines for the development of a polar water operational manual.

Piracy, maritime and cybersecurity: To ensure the safety and security of seafarers and ships, OCIMF worked with other NGOs and Member States to inform the IMO on harmonising global reporting of piracy and armed robbery. Other work included the development of Best Management Practices to Enhance Maritime Security for Vessels & Mariners Operating Off the Coast of West Africa including the Gulf of Guinea (BMP WA) which was brought to the IMO's attention. OCIMF also worked with the partners to update Guidelines on Cyber Security Onboard Ships to support the IMO's decision on cybersecurity.

Casualty investigations: OCIMF took an active role in reviewing the collision between the tanker Sanchi and the bulk carrier CF Crystal during the IMO Sub-Committee meeting on casualty analyses in 2019. Since then, OCIMF continues to engage on the subject by providing a further update on analyses of the case. Further, OCIMF also submitted its observations to the IMO on the static towing operation accident.

Role of the human element: OCIMF joined industry initiatives on the proposal on the enhanced use of the human element checklist.

Member survey on the marine environment

OCIMF is undertaking a project to develop a paper that sets out its ambitions and action plan on the marine environment that is in line with OCIMF Vision, Mission and Strategic Priorities. To assist in this process, OCIMF carried out an online survey to help understand its members collective ambitions on the marine environment and the actions that are critical to deliver the ambitions in the short (2020s), medium (2030s) and long term (2040s).

The project team completed the members survey and consultations with participation across the range of our membership allowing us to build a more complete view of our members' collective voice. They then completed analysis of the reviews and drafted a white paper that was shared at a virtual stakeholder workshop where there was excellent participation

across the range of membership. This helped to build a more complete view of our members' collective voice. Participation over the two-day workshop included over 65 members from a diverse range of member company sizes, types and operation modalities. The study findings were presented and discussed with key stakeholders involved in the plan's development and there was good alignment across the members participating in the workshop.

OCIMF aims to align the plan with the ongoing output of the emerging risks and opportunities strategic project that will form the basis of supporting OCIMF's refreshed Strategy, structure and new ways of working that is risk-based, future-focussed and resource-loaded towards the highest impact risks to our industry.



OCIMF Strategy

Over the past 50 years OCIMF has been an influential voice in the global marine industry and an effective driver of positive change. Having conducted a thorough review of its activities in 2019, OCIMF has developed a refreshed strategy to ensure it remains fully able to deliver outcomes that will tangibly improve the marine industry for decades to come. The new Strategy was implemented in 2020 and is designed to enable OCIMF to respond with more efficiency and clarity on all issues relating to the promotion of best practice in the design, construction and safe operation of tankers, barges and offshore vessels and their interfaces with terminals.

While the previous committees served OCIMF well to implement the Strategy, OCIMF realigned its Committee Structure to focus on areas of highest risk for members and to deliver effectively on its four strategic priorities of publications, advocacy, programmes and member collaboration. Doing this will allow us to achieve the key outputs that are central to our refreshed strategic direction.

In 2020, to help us focus on the highest risk, we developed a prioritisation matrix which will clearly define risks in the industry, as assessed by OCIMF members in terms of their impact and their probability of occurrence based on industry-event data. We have also developed bow ties which will define risk events, their consequences and the preventive and mitigating barriers.

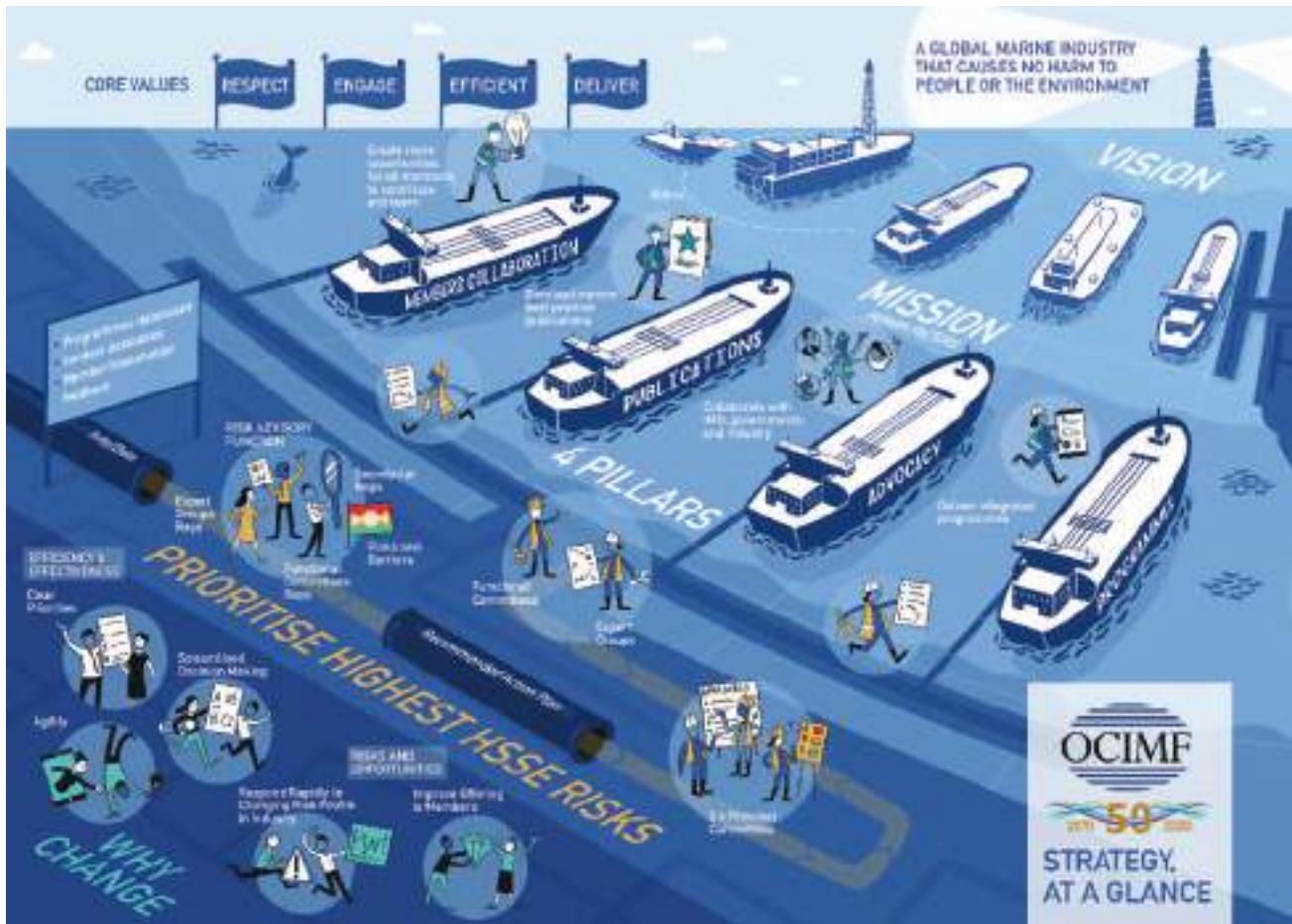
The prioritisation matrix and bow ties focussed on:

- Tankers, barges, offshore vessels and their interfaces with terminals.
- Maritime security.
- Environment.
- Programmes.

In 2021, we will continue with our implementation of the Strategy, where OCIMF will focus on the implementation of the foundational work necessary to ensure sustained consistent future implementation. This work will include some of the following actions:

- Effective work prioritization using the new Risk Advisory Function process: This will ensure that committees and groups are prioritizing all future work around the highest risk threats based on data and major trends in the industry.
- The Strategic plan: This plan will define how we will manage all Key Responsibility Areas (KRAs), Key Performance Indicators (KPIs) and milestones necessary to meet the strategic objectives.
- Bow tie critical activities: This work will link the bow ties to our Publications & Advocacy and Programme outputs. This will allow us to build a dashboard to indicate the strength of our barriers and where gaps and opportunities exist.
- Enhancing operational efficiency and effectiveness in the management of OCIMF members collaboration: We will define the process, procedure, guidance and tools necessary to ensure that we are hosting efficient and effective members collaboration. This will include committee meetings, expert groups, working groups, project teams as well as Communities of Practice (CoPs).







Communities of Practice

To engage all OCIMF's members and to benefit from their collective experience and expertise, OCIMF expert groups facilitate and coordinate a number of Communities of Practice (CoPs). CoPs are established platforms for sharing, learning and collaboration by OCIMF members and invited stakeholders. CoPs feed a wide range of member views and expertise into the expert groups and, ultimately, up to the relevant principal committees. CoP primary objectives are:

- To share and promote discussion on major trends and risks, including HSSE incidents and lessons learned from within the industry.
- To share best practices with all interested members of the Forum.
- To share information on what is working well and areas for improvement in OCIMF and industry.
- To provide platforms for well balanced and diverse membership participation by region, expertise, trade, etc.

Any member company of OCIMF can become a member of a CoP and be represented by any number of individuals who may be a specialist or simply be interested in the subject. A member representative is expected to:

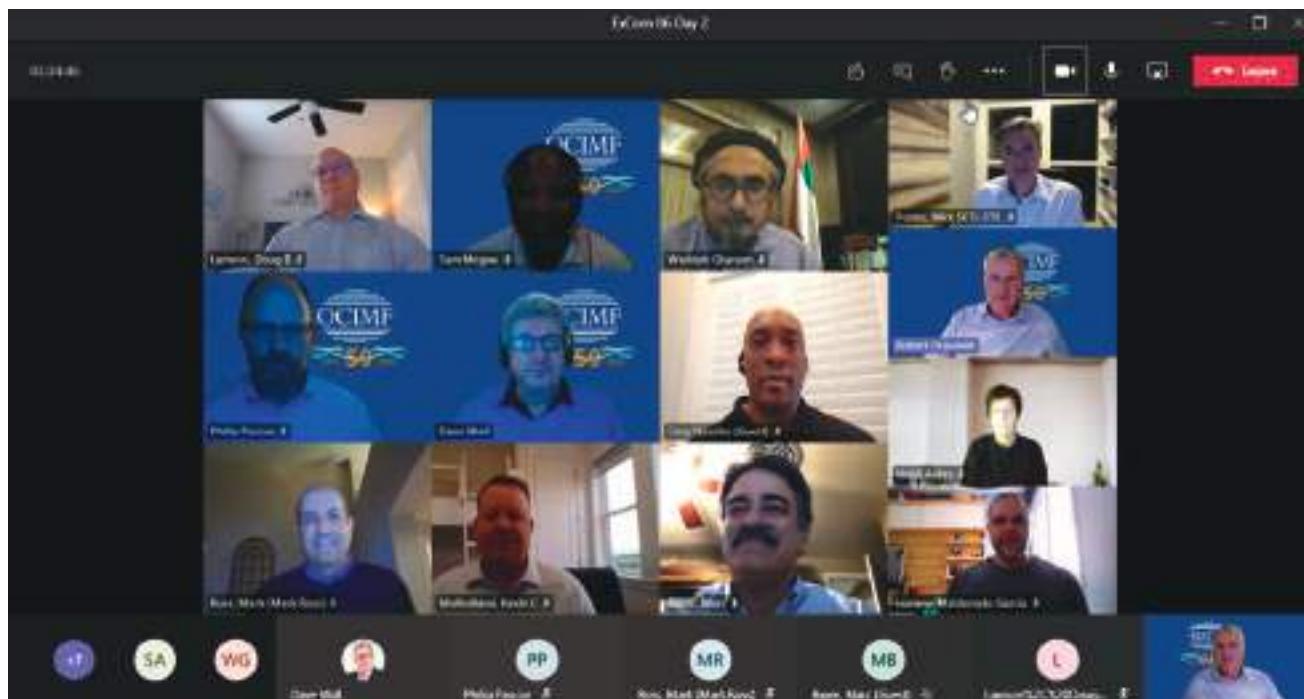
- Be endorsed by their Company to join the CoP.
- Actively participate in the activities of the CoP.
- Participate in working groups or project teams if they are interested and meet the criteria for the task or project.

Industry stakeholders can also become a member of a CoP but only if they are invited by the relevant OCIMF expert group.

Each CoP is led by a Champion and Co-Champion who are members of the relevant expert group. Both work with other members of the expert group to schedule and facilitate the activities of the CoP. The Secretary to the Expert Group assists the Champion and Co-Champion with coordinating the CoP platform.

Principal Committee	Expert Groups Reporting to Principal Committee	Community of Practice Operated by Expert Group
Publications and Advocacy <i>(Tankers, Barges and Terminal Interfaces)</i>	Nautical	<ul style="list-style-type: none"> • Navigation and Communication CoP • Cargo and Ballast management, Mooring and Anchoring, and Safety Management System CoP
	Engineering	<ul style="list-style-type: none"> • Engineering CoP
	Structures	<ul style="list-style-type: none"> • Vessel and Floating System Structure CoP • Marine Terminal Structure CoP
	Ship-to-Ship interfaces	<ul style="list-style-type: none"> • Ship-to-Ship interfaces CoP
	Ship-to-Shore interfaces	<ul style="list-style-type: none"> • Ship-to-Shore interfaces CoP
	Barges	<ul style="list-style-type: none"> • North America CoP • Europe CoP • South and Central America CoP • China CoP
Publications and Advocacy <i>(Offshore)</i>	Floating Systems	<ul style="list-style-type: none"> • Floating Systems Marine Operations CoP • Floating Systems Asset Integrity Management CoP • Floating Systems Marine Terminal Operations CoP (Ship to Floating Systems)
	Offshore Vessel Operations <i>(within 500m exclusion zone)</i>	<ul style="list-style-type: none"> • Deck Cargo Management CoP • Offshore Marine Operations CoP • Station Keeping CoP • Offshore Marine Assurance CoP
Programmes	Inspection Processes Programmes Governance Innovation and Technology	Ad-hoc

Executive Committee



Purpose

The role of ExCom has not changed dramatically after the Committee Structure reorganisation. ExCom continues to provide governance and strategic direction to the committees and the Secretariat via the Managing Director. The Managing Director reports OCIMF's activities and performance to the committee and recommends various proposals for the next period on which the committee provides approval or direction. The Managing Director ensures the Executive Committee direction is implemented throughout the organisation.

2020 activity

ExCom 86 was held virtually over two days due to the ongoing pandemic.

The Chair welcomed new ExCom members Heidi Aakre (Equinor) and Sven Boss-Walker (BP) and thanked their predecessors (Kjetil Johnsen/Mark Fortnum) for their participation and hard work in the committee. The Chair noted it had been an extraordinary year due to COVID-19, the changing demand for oil, the re-organisation of many member companies and changing working practices.

ExCom heard updates on the phased roll-out of the new Committee Structure and on the SIRE 2.0 project and approved a larger budget for 2021 to complete development and testing of SIRE 2.0. An update on the EBIS transition project, which went live 1 January 2021, was also included. The 2019 audited accounts were reviewed and approved.

Ongoing COVID-19 impacts were discussed including an update on performance of remote inspections and remote training. Plans for staff returning to the office at an appropriate time and potential options for consideration when the office lease expires in 2021 were also covered.

ExCom 87 and ExCom 88 are tentatively scheduled for Singapore and London, respectively, in 2021, but with back-up plans for virtual meetings. Exact dates and locations will be agreed in Q1 2021.

New Members: Fortrec Petroleum and Chemicals

Leaving Members: None

Chair	Members represented	Meetings in 2020
Mark Ross (Chevron)	BP Chevron ConocoPhillips ENOC Equinor IMT Marathon Petroleum Petrobras Phillips 66 PIMA Saudi Aramco Shell Total	ExCom 86 2-3 December Virtual
Vice Chairs Luc Gillet (Total) Cory Quarles (IMT)		

Publications & Advocacy Tankers, Barges and Terminal Interfaces Committee



Purpose

The Publication & Advocacy Committee for Tankers, Barges and Terminal Interfaces (P&A TBT) provides leadership and oversight in the delivery of best practice publications and regulatory advocacy that are focussed on preventing harm to people and the environment caused by transporting by vessel crude oil, oil products, petrochemicals and gas and their interfaces with terminals inshore and onshore. Its primary objectives are:

- To prioritise best practices in critical areas of health, safety, security and the environment (HSSE).
- To promote best practices and regulatory compliance through collaboration with governments and industry.
- To maintain OCIMF's reputation as a foremost and trustworthy source.

2020 activity

The P&A TBT Committee met for the first time in 2020 to discuss OCIMF's new risk-based Strategy, and how the committee will operate. The Strategy Implementation Manager gave a presentation on the bow tie risk assessment tool and risk matrix. The committee also reviewed outstanding issues from previous committees and discussed how to prioritise and complete them.

Chair	Members represented	Meetings in 2020
Aled Roberts (BP)	ADNOC Aker BP Ampol BP Cheniere Chevron Eni ENOC Equinor Excellerate Energy ExxonMobil Marathon MISCMS Neste Nigeria LNG Phillips 66 Saudi Aramco Shell Total Viva Energy YPF	P&A TBT 01 13-14 October Virtual
Vice Chairs		
John DeRose (Excellerate Energy) Raj Shetty (ENOC)		
Secretary		
Dave Wall (OCIMF P&A Director)		

Publications & Advocacy Offshore Committee



Purpose

The Publication & Advocacy Offshore Committee (P&A Offshore) provides leadership and oversight in the delivery of best practices and regulatory advocacy that are focussed on preventing harm to people and the environment caused by offshore marine operations, including vessels supporting oil and gas exploration, development and production with a particular emphasis within the 500m exclusion zone. Its primary objectives are:

- To prioritise best practices in critical areas of health, safety, security and the environment (HSSE).
- To promote best practices and regulatory compliance through collaboration with governments and industry.
- To maintain OCIMF's reputation as a foremost and trusted authority on HSSE..

2020 activity

The latest draft version of the TORs was shown to members. The Chair explained that the committee need to focus on developing best practices and guidelines. The OCIMF Managing Director and Strategy Implementation Manager presented the new Strategy, new ways of working, bow ties and prioritisation matrix. The P&A Director presented the ongoing publications, publications process flow, publications strategic review and advocacy with advocacy register. The OCIMF Regulatory Adviser presented the IMO plan. The P&A Offshore will complete delivery of the offshore bow ties.

Chair

Andrew Bush
(SeaRiver/ExxonMobil)

Vice Chair

Don W Davies
(Chevron)

Secretary

Dave Wall
(OCIMF P&A Director)

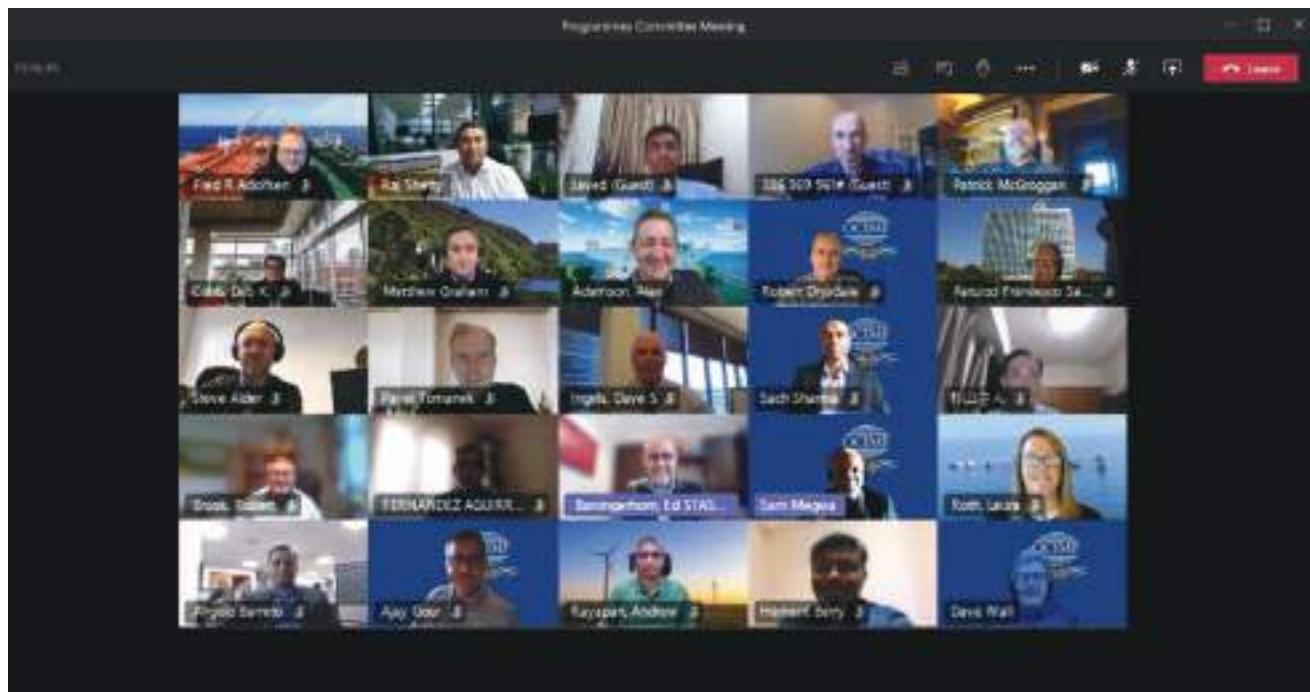
Members represented

Aker BP
BP
Chevron
Chrysaor
ConocoPhillips
Equinor
Saudi Aramco
SeaRiver/ExxonMobil
Shell
Suncor
Total
Woodside

Meetings in 2020

P&A Offshore
20-21 October
Virtual

Programmes Committee



Purpose

The Programmes Committee provides leadership and oversight in the development, operation and maintenance of inspection and management self-assessment programmes for promoting best practices and regulatory compliance. The Programmes Committee also oversees the provision of expertise in IT and cyber risk management to the Forum. Its primary objectives are:

- To effectively deliver and manage an integrated inspection programme.
- To effectively deliver and manage an integrated management self-assessment programme.
- To set and deliver objectives to meet or exceed ISO 9001 requirements.
- To manage the OCIMF Innovation and Technology Expert Group.
- To maintain OCIMF programmes reputation as a trustworthy source.

2020 activity

In 2020, the Programmes Committee adopted their TORs and the revised OCIMF Programmes Quality Policy Statement. The committee also finalised the EBIS-SIRE transition project and commenced phase two of the alignment of SIRE/BIRE/OVID Programmes project.

Chair	Members represented	Meetings in 2020
Ed Barsingerhorn (Shell)	Ampol BASF BP Chevron ConocoPhillips ENI ENOC Equinor Excelerate Energy IMT Neste NLNG Marathon Petroleum NLNG PIMA P66 Repsol Saudi Aramco Shell Total	Programmes Committee 01 27-28 October Virtual
Vice Chairs	Members represented	Monthly Meetings
Dave Ingels (P66)		
Javed Bhombal (IMT)		
Secretary		
Sam Megwa (OCIMF Programmes Director)		

Environmental Functional Committee

Purpose

The Environment Functional Committee (EC) provides subject matter expertise on the environment to the Forum. It focusses primarily on preventing harm to people and the environment by developing and implementing the OCIMF plan on environment. The Environment Committee reports to the OCIMF Managing Director and only reports to the relevant principal committee on issues or actions that are connected with developing or improving publications, programmes or advocacy.

2020 activity

The previous ESC transitioned into the new EC taking onboard new members in support of the refreshed Strategy. Key activities included:

- Completing the initial kick-off meeting to reset the existing sub-committee and transition to the new ways of working.
- Finalising adoption of the approved ToRs.
- Continuing work on development of a plan on the environment with completion of a desktop review, an online survey and complementary stakeholder consultations, development of a white paper and completion of a stakeholder workshop.
- Contributing to Strategic Project on emerging risks and opportunities including collaboration with other groups on the marine environment workshops.
- Inputting to the Strategic Project workshops on external collaborations.

Chair
Sebastian Roche
(Total)

Vice Chair
Holly Thomas
(Woodside)

Secretary
Ricardo Martinez
(OCIMF Engineering Adviser)

Members represented

ADNOC
BP
Chevron
Equinor
IMT
Neste
PIMA
Phillips 66
Saudi Aramco
Shell
Total
Woodside
WSF
YPF

Meetings in 2020

EC 01
22 September
Virtual
01.A
9 December
Virtual



Maritime Security Functional Committee

Purpose

The Maritime Security Functional Committee adopts an agreed risk methodology based on threat assessment, intelligence gathering, analysis/threat monitoring and horizon scanning to streamline OCIMF's security focus and support the organisations development of risk prioritisation. Committee members identify emerging threats and risks to ensure the membership is better placed and equipped to proactively address security concerns aligning with the outputs of the principal committees.

Chair

Gonzalo Mera Truffini
(YPF)

Vice Chairs

Jose Parejo
(CEPSA)
Hemant Berry
(Ampol)

Secretary

Russell Pegg
(OCIMF Security Adviser)

Members represented

Ampol
BP
Cheriere Energy
Chevron
CEPSA
Equinor
Excelsior Energy
IMT
Neste
Nigeria LNG
Phillips 66
Shell
Total
Woodside
YPF

Meetings in 2020

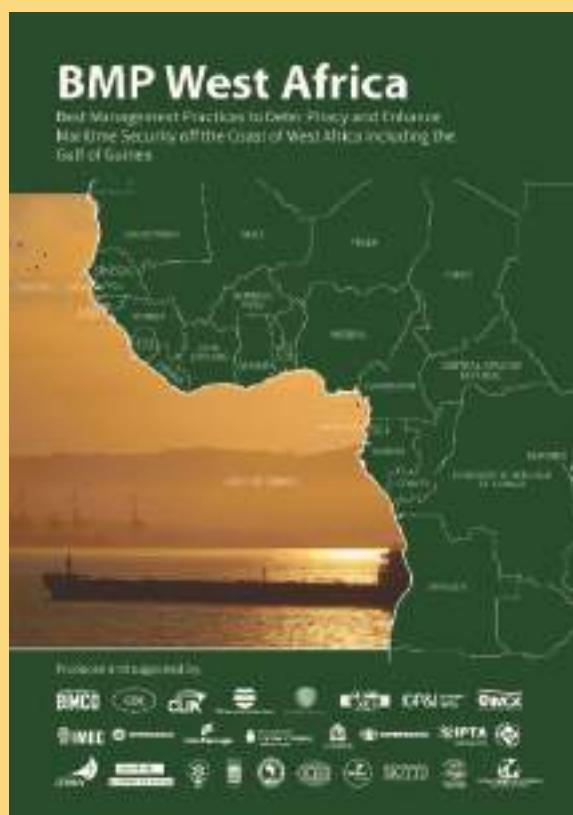
MSC 01.A
29 September
Virtual
MSC 01.B
27 October
Virtual
MSC 01.C
15 December
Virtual

OCIMF security challenges

Throughout 2020, seafarers faced unprecedented security risks, and their morale and wellbeing were further challenged by the global pandemic. While pirate attacks in the Indian Ocean and Asia were few, but ever present, Middle East instability forced a cautious approach to maritime operations. Despite this, members faced greatest risk in the Gulf of Guinea. In the inter-monsoon seasons, attacks continued, with the number of seafarers held in captivity reaching new levels. In response, OCIMF along with other NGOs embarked on parallel activities including the publication of *Best Management Practices to Enhance Maritime Security for Vessels & Mariners Operating Off the Coast of West Africa including the Gulf of Guinea (BMP WA)*. This publication consolidates guidance to operators and enhances engagement with regional nations to improve maritime security and reduce risks.

Throughout the year, OCIMF engagement was welcomed by a number of national and regional organisations; presence at meetings of the United Nations Contact Group for Piracy off the Coast of Somalia and the G7++Friends of the Gulf of Guinea provided international exposure. OCIMF's seconded Maritime Security Liaison Officer to United Kingdom Maritime Trade Organisation (UKMTO) Dubai was expanded to

include support to the Maritime Domain Awareness for Trade for the Gulf of Guinea (MDAT-GoG), Combined Maritime Forces (CMF) and the International Maritime Security Construct (IMSC).



BUNGA KELANA 3

PORT KELANG

SWL
1.5 MT

MOW : 2.2 M
TARE : 0.7 M
SWL : 1.5 M

Legal Functional Committee

Purpose

The Legal Committee provides subject matter expertise and advice on legal matters within the scope of OCIMF. It focusses primarily on the prevention and mitigation of legal and compliance risks to the Forum in areas including:

- Anti-Trust/Competition Laws.
- Liabilities and commitments.
- Business regulations/legislations.
- Brand and reputation.
- Suppliers and contractors.

The Legal Committee reports to the OCIMF Managing Director and supports the Principal Committees.

2020 activity

In 2020, the Legal Functional Committee discussed OCIMF intellectual property protection and provided support to OCIMF Programmes including inspector disciplinary support and VIP project support. The functional committee also reviewed OCIMF publications and supported IMO and IOPC Funds issues. They also supported the OCIMF Strategy review including reviewing OCIMF membership eligibility and ExCom ToRs.

Chair	Members represented	Meetings in 2020
Miguel Quinones (IMT)	BP Chevron ENOC Equinor IMT Total Phillips 66 PIMA Saudi Aramco Shell YPF	01 30 September Virtual
Vice Chairs		02 12 November Virtual
Karen Heslop (Shell)		
Robert Melvin (BP)		
Secretary		
Philip Pascoe (OCIMF General Counsel)		

Human Factors Functional Committee

Purpose

The Human Factors Functional Committee (HFC) provides subject matter expertise in human factors to the Forum. It will focus primarily on preventing harm to people and the environment by developing and implementing The OCIMF Human Factors Approach.

The HFC reports to the OCIMF Managing Director and only reports to the relevant Principal Committee on issues or actions that relate to developing or improving publications, programmes or advocacy.

2020 activity

The first HFC meeting was held remotely in September as part of the new OCIMF Strategy and revised Committee Structure implementation. HFFG has now been disbanded and OCIMF would like to thank HFFG members for their contribution over last two years towards high-priority work supporting OCIMF publications, advocacy and programmes groups.

There is a good mix of new member nominees as well as some members from HFFG transitioning into this new functional committee.

The HFC has actively followed-up on various ongoing actions during the transition into the new structure. *The OCIMF Human Factor Approach* information paper is now available free to download from the OCIMF Publications website.

Chair	Members represented	Meetings in 2020
Terry Luke (Chevron)	BP Chevron ENOC ENI Equinor ExxonMobil Neste NLNG OMV Shell Total	01 25 September Virtual
Vice Chairs		
Victoria Norris (BP)		
Laurent Routisseau (Total)		
Secretary		
Sanchay Srivastava (OCIMF Nautical Adviser)		

Nautical Expert Group

Purpose

The Nautical Expert Group provides nautical expertise to the two Publication & Advocacy Committees. It focusses primarily on the following areas on tankers, offshore vessels and barges:

- **Navigation and communications, e.g.:**
 - General navigation – including navigation in ice.
 - General communications – including emergency communications.
 - Pilotage.
- **Cargo and ballast management, e.g.:**
 - Cargo operations – oil, chemicals, LNG and LPG.
 - Floating Storage and Regassification Unit (FSRU).
 - Emergency Shut Down systems (ESDs).
- **Mooring and anchoring, e.g.:**
 - Equipment (design, operations and management).
 - Towing.

Reports to: P&A TBT

Lead	Secretary	Members represented
Nitin Malik (Chevron)	Sanchay Srivastava (OCIMF Nautical Adviser)	Chevron CEPSA ENOC Eni Equinor INEOS IMT (Exxon) OLT Offshore Petrobras Petrovietnam Shell Total Viva Energy
Co-Leads		
Ken Fernandes (CEPSA) Ola (Viva Energy)		

Structures Expert Group

Purpose

The Structures Expert Group provides subject matter expertise in naval architecture and civil engineering to the Publication & Advocacy Committees. It focusses on key areas on tankers, offshore vessels, barges and terminals which include:

- Design, construction, maintenance and repair of vessel structures.
- Design, construction, maintenance and repair of structures of marine floating systems.
- Structural integrity and coating of hull, superstructure and external weather decks – including ice strengthening.
- Design, construction, maintenance and repair of structures at the marine terminal and offshore interfaces.

The Structures Expert Group facilitates and coordinates the following CoPs:

- Vessel and Floating System Structure CoP.
- Marine Terminal Structure CoP.

Reports to: P&A TBT and P&A Offshore (for offshore issues and actions)

Lead	Secretary	Members represented
Rabinder Manku (BP)	Ricardo Martinez (OCIMF Engineering Adviser)	BP Chevron Eni Excelsior Energy ExxonMobil Petrobras Shell Total





Engineering Expert Group

Purpose

The Engineering Expert Group provides subject matter expertise in engineering operation, maintenance and repair of tankers, offshore vessels and barges to the Publication & Advocacy Committees. It focusses on key areas such as:

- Machinery and propulsion.
- Bunkering.
- Steering compartment.
- Electricals.
- Marine technology/plant automation.

The Engineering Expert Group facilitates and coordinates an Engineering CoP.

Reports to: P&A TBT and P&A Offshore (for offshore issues and actions)

Lead	Secretary	Members represented
Gajendra Verma (Chevron)	Ricardo Martinez (OCIMF Engineering Adviser)	Chevron Equinor Eni ExxonMobil Phillips 66 Shell Sonangol USA Total Woodside YPF

Ship-to-Ship Interfaces Expert Group

Purpose

The Ship-to-Ship Expert Group (STS Expert Group) provides subject matter expertise in Ship-to-Ship (STS) transfer operations to the P&A TBT. It focusses primarily on the prevention of harm to people and the environment caused by the transfer of all bulk liquid cargoes, including oil (MARPOL Annex I), chemical (MARPOL Annex II) and liquefied natural gas (LNG).

The STS Expert Group facilitates and coordinates an STS Community of Practice.

Reports to: P&A TBT

Lead	Members represented
Patricia Clark (Aramco)	ADNOC Ampol Chevron Eri Equinor Excelerate Energy IMT (ExxonMobil) Nigeria LNG OLT Offshore
Co-Leads	Petrobras, Petrovietnam Phillips 66 Saudi Aramco Shell Total Viva Energy YPF
Hemant Berry (Ampol) Calum Love (Shell)	

Secretary
Sanchay Srivastava (OCIMF Nautical Adviser)

Ship-to-Shore Interfaces Expert Group

Purpose

The Ship-to-Shore Interfaces Expert Group provides subject matter expertise in the management of ship-to-shore interfaces to the P&A TBT. It focusses primarily on the prevention of harm to people and the environment caused by the operation of tankers within port areas and at terminals.

The Ship-to-Shore Interfaces Expert Group facilitates and coordinates a Ship-to-Shore Interfaces Community of Practice.

Reports to: P&A TBT

Lead	Members represented
Bharat Bhatia (Shell)	Angola LNG Cheniere Chevron CEPSA ConocoPhillips Equinor Essar Oil UK INEOS IMT (ExxonMobil) Marquard & Bahls AG MISCMS, Nigeria LNG NuStar Energy OLT Offshore
Co-Leads	OMV Petrobras PEMEX Petrovietnam Phillips 66 Repsol Saudi Aramco Shell Total Valero Viva Energy YPF
Mohammed Majdali (Aramco)	
Mohd Hanafi (MMS)	
Secretary	
Sanchay Srivastava (OCIMF Nautical Adviser)	

Barges Expert Group

Purpose

The Barges Expert Group provides subject matter expertise on inland and coastal barges to the P&A TBT. The key focus areas are on operations and risks that are unique to inland and coastal barging, as identified in the OCIMF bow ties.

The Barges Expert Group facilitates and coordinates the following CoPs:

- North America CoP.
- Europe CoP.
- South America CoP.
- China CoP.

Reports to: P&A TBT

Lead	Members represented
Bjorn Ternoey (Total)	BASF Braskem Chevron CEPSA Energy Transfer Partners INEOS IMT Marathon Petroleum Medco Energy
Co-Lead	Neste Pan American Energy Petrobras Phillips 66 Shell Total Valero Viva Energy World Fuel Services YPF
Jim Scalli (Shell)	
Secretary	
Matthew Graham (OCIMF Barges Adviser)	



Floating Systems Expert Group

Purpose

The Floating Systems Expert Group provides subject matter expertise to the P&A Offshore principal committee on the operation and management of offshore floating marine facilities which include:

- FPSO units.
- Floating Storage and Offloading (FSO) units.
- Floating Production Units (FPU).
- Tension Leg Platforms (TLP).
- Spars.
- Offshore Single Point Moorings (SPM).
- Floating LNG units.
- Floating System and Regasification Units.
- Mobile Offshore Drilling Units (MODU).

The above units may be permanently or non-permanently moored, located in any depth of water and designated to handle any petroleum products including LPG and LNG.

The Floating Systems Expert Group facilitates and coordinates the following CoPs:

- Floating Systems Marine Operations CoP.
- Floating Systems Asset Integrity Management CoP

Reports to: P&A TBT

Lead	Members represented
Ashfaqul Haq (Suncor)	Aker BP BP Chevron ConocoPhillips ENI Equinor ExxonMobil Hess Oil Tanking OLT Offshore Petrobras Saudi Aramco
Co-Lead	Shell Suncor Total Viva Energy Woodside
Secretary	and invited industry guests (Bluewater, Bumi Aramada, BW Offshore, MODEC and SPM)

Offshore Vessel Operations Expert Group

Purpose

The Offshore Vessel Operations Expert Group provides subject matter expertise to the P&A Offshore on the operation and management of offshore vessels when operating within the 500m exclusion zone of an offshore facility. These offshore vessels include:

- Platform Support Vessel (PSV).
- Anchor Handling and Tug (AHT).
- Offshore Support Vessel (OSV).
- Diving Support Vessel (DSV).
- Pipelayer.
- Offshore Construction vessel.
- Ocean Tug.
- Survey vessel.
- Heavy-lift vessel.
- Jack-up.
- Flotel.
- Personnel transfer vessel.
- Drill ship.
- Mobile Offshore Drilling Unit (MODU).
- DP operations of Shuttle Tanker (and Conventional Tanker).

The Offshore Vessel Operations Expert Group facilitates and coordinates the following CoPs:

- Offshore Marine Operations CoP.
- Station Keeping CoP.
- Offshore Marine Assurance CoP.

Reports to: P&A Offshore

Lead	Secretary	Members represented
Alex Morton (Chrysaor)	Faisal Rashid (OCIMF Offshore Adviser)	BP Chevron Chrysaor, ConocoPhillips ENI Equinor IMT (ExxonMobil) Hess INEOS Medco E&P Natuna Ltd MISCMS Petrobras Saudi Aramco Shell Suncor Total Woodside
Co-Leads		
Henning Hjortholm (Equinor)		
Ahmad Hisshamuddin (MMS)		

OCIMF Industry Collaborations

OCIMF engages with a variety of external industry organisations across a range of topics linked to its work. One key collaboration is with The World Association for Waterborne Transport Infrastructure (PIANC) that publishes recommendations impacting terminals and aspects across the ship-shore interface.

Marine structural and civil engineers regularly participate in PIANC and other industry working groups to provide operational, inspection and maintenance experience from the oil and gas sector, particularly when external guidance could potentially affect the sector, members' operations and existing guidance.

OCIMF participation allows:

- Continuous focus on ensuring that oil and gas operational aspects are considered in design documents developed primarily by engineering consultants and vendors to reduce overall risk in members' operations.
- Representation by industry to provide experience in the operation of facilities to help calibrate the risk basis for recommendations that affect ongoing operations and the design of new facilities.
- Contribution by subject matter experts (SMEs) that ensure OCIMF requirements are included, content is aligned, and consistency is maintained across various industry documents.

The value of this collaboration has been recognised by both organisations and will be strengthened by continued collaboration in 2021 with marine structural and civil engineers joining work groups coming online which touch on areas that help deliver OCIMF's Strategy.

Inspection Processes Expert Group

Purpose

The Inspection Processes Expert Group provides subject matter expertise on inspection processes for tankers, offshore vessels and barges to the Programmes Committee. It will focus on key areas such as:

- Inspection questionnaires and tools.
- Inspection programmes databases.
- Management Self-Assessment (MSA) programmes databases.
- Programmes data quality and analysis.

Reports to: Programmes Committee

Lead	Members represented		
Ramit Ganagopadhyay (Shell)	ADNOC	INEOS	PIMA
Co-lead	Aker BP	IMT	Petrovietnam
Ruchir Seth (Marathon)	BASF	Marathon	Phillips 66,
Secretary	BP	Petroleum	Repsol
Ajay Gour (Inspector Training & Accreditation Manager)	Braskem	MMS	Saudi Aramco,
	Cheniere	Neste	Shell
	Chevron	NLNG	Total
	CEPSA	OMV	Viva Energy
	ENOC	Pan American	YPF
	ENI	Energy	Petrobras
	Equinor		

Programmes Governance Expert Group

Purpose

The Programmes Governance Expert Group provides subject matter expertise on all programmes policies, procedures and people processes to the Programmes Committee. It focusses on key areas such as:

- Inspector sponsorship.
- Inspector training, assessment, accreditation and ongoing development.
- Programmes appeals and disciplinary matters.
- Programmes audits and assessments.
- Programmes policies, procedures and guidance.
- Programmes Quality Management System.

Reports to: Programmes Committee

Lead	Secretary	Members represented
Aaron Cooper (Chevron)	Patrick McGroggan (OCIMF Quality Assurance Manager)	BASF BP Chevron CEPSA ENOC Eni Equinor IMT (ExxonMobil) Neste Petrobras Shell Total YPF
Co-Leads		
Oscar Rodríguez Luna (CEPSA)		
John Cook (Shell)		

Innovation and Technology Expert Group

Purpose

The Innovation and Technology Expert Group provides subject matter expertise to the forum on technology and management of cyber threats. Its primary objectives are:

- To provide advice and support to the Forum in the prevention and mitigation of cyber threats and risks to tankers, barges and offshore vessels.
- To enable OCIMF to leverage advantaged technology in enhancing the OCIMF programmes IT systems and platforms.
- To provide advice and support to the Forum in areas such as:
 - New and emerging technology.
 - IT Hardware.
 - Database functionalities.
 - System interfaces (internal and external).
 - Data integrity.
 - Alternative media output.
 - Member collaboration platforms.

The Innovation and Technology Expert Group acts as a multidiscipline group.

Reports to: Programmes Committee

Lead	Secretary	Members represented
Simone Vittori (ENI)	Aziz Benbelkacem (OCIMF Programmes Contracts Manager)	ADNOC BP Chevron ENOC ENI Equinor IMT Neste Shell
Co-Leads		

New ways of working

OCIMF's revised Strategy anticipated many aspects of working differently, with the aim of being more effective, efficient and agile in the future. These included prioritising our activities based on potential high risks for our members and the industry, developing a more efficient end-to-end process for producing best practices, developing a process to identify and agree OCIMF positions on issues for advocacy, methods of increasing member collaboration while reducing the pull on member resources, introducing a continuous improvement cycle linking publications and advocacy to risk barriers and measuring performance through analysing statistics from our inspection and MSA tools.

One of the biggest changes is the new Committee Structure focussing on outputs of publications, advocacy and programmes to maximise member collaboration. This is a major shift from the committee structure that was in place for nearly 50 years, and although it is being implemented in phases, it is a significant disruption to business-as-usual and will take time to settle down. Some of the tools and processes being implemented include:

- Holding more virtual meetings.
- Managing a priority matrix to identify highest risk activities and, using bowtie methodology where barriers are linked to regulation and best practices.
- Verifying the priority matrix against programme analysis and incident trends and identifying weaknesses or gaps in bowtie barriers to facilitate continuous improvement.

A Risk Advisory Function will manage and oversee the priority matrix and bowtie processes.

Because of the impact of COVID-19, OCIMF has trialled remote training for inspectors and implemented remote inspection options throughout the pandemic. We expect these experiences to identify aspects that could be used in future to improve processes further – in fact, OCIMF is already planning more remote training activities in 2021.

The following articles explain in more detail how some of these tools and processes will work, but there are benefits and challenges with each and a flexible perspective is crucial to find the most effective, efficient and agile paths.



Online training

2020 was a year where face-to-face delivery of training was largely impossible, more of our lives moved online and meetings were either Zoomed or Teamed. The COVID crisis forced training programmes across the world to seek alternatives to face-to-face instruction and accelerated the drive towards computer-based training.

The pandemic has driven a wider acceptance of online learning as a viable training tool and OCIMF has embraced this change in attitude becoming more comfortable with online platforms and communications.

So, although OCIMF hit the pause button on all inspector training in 2020, we have been busy exploring options and establishing strategies to migrate our existing in-person training to an all-digital format.

Training programmes for inspectors were reviewed and adapted for delivery online. Recognising that online learning (such as virtual live sessions such as webcasts, virtual classrooms, and video/audioconferencing) may not always work well for socioemotional and interpersonal skill building, OCIMF explored Learning Management Systems (LMS) with features which help keep participants engaged.

While the pandemic has been a huge factor in the accelerated drive towards online training, they also provide high standards and value for money. As part of the review of various online delivery platforms, OCIMF delivered its first online SIRE inspector New Inspector course for the North America Cat-3 region. This online training course was very successful and served as a pilot

scheme for future online training courses to be delivered under SIRE and OVID. All these efforts culminated with OCIMF teaming up with TopHat.com as its preferred LMS and online training delivery platform.

OCIMFs Inspector training is part of a broader learning journey that lasts throughout the inspector's accreditation period. Looking ahead into 2021, online training for OCIMF inspectors will be expanded and will also serve to deliver the transition from the existing SIRE programme to the new SIRE 2.0 programme which is scheduled to come into operation on 1 April 2022. In the longer-term online delivery will be a core element of OCIMFs inspector training ensuring quality of training, delivery and continued capability building amongst inspectors.

This doesn't mean that face-to-face training will become a thing of the past. OCIMF are looking for a blend of online and face-to-face delivery. What will change for face-to-face delivery is the range of what is delivered. The question "could that have been delivered online?" will be a core consideration, meaning face-to-face training is more likely to be focused on practical, hands on, technical skills or other non-technical skills such as interpersonal, human factors skills where in-person engagements are needed.

What has been clear is that this accelerated adoption of online training is keeping people safe and reducing risk, and for now, that is the key driver and is perfectly in sync with OCIMFs vision of "an industry that causes no harm to people or the environment". Irrespective of travel restrictions, OCIMF will continue to deliver inspector training.

OCIMF Regional Marine Forums 2021

All Regional Marine Forums were cancelled in 2020 due to the pandemic. In 2021, OCIMF will hold the Regional Marine Forums as a webinar to cover different time zones and allow more OCIMF members to attend. For more information, please see OCIMR.org.





European Barge Inspection Scheme transition

In early 2019, OCIMF was approached by the European Barge Inspection Scheme (EBIS) Board of Directors to transition elements of the EBIS programme to another organisation. For the rest of the year, EBIS worked to determine the best course of action because of changes in the European inland industry.

OCIMF accepted the invitation from EBIS in December 2019 to transition the EBIS question set template and vessel technical information template. Through discussions, opportunities were taken to smooth the transition by facilitating the vessel data between EBIS and SIRE under the vessel operator's control, to train EBIS inspectors to become accredited SIRE Cat 3 inspectors for the European region and invite EBIS members to continue their vessel information feeds by joining the SIRE programme. The project began in January 2020 and went live 1 January 2021.

On 15 June 2020, a Memorandum of Understanding (MOU) was signed between OCIMF and EBIS. This allowed the bulk of the transition work to start and make the vision a reality. To help with the development and implementation of the project a dedicated taskforce was created in mid-August 2020. This has been a collaborative effort between the OCIMF membership and Secretariat, the EBIS Board of Directors and representation from partners in the European inland industry, the European Barge Union (EBU), European Skippers Organisation (ESO) and Platform Zero Incidents (PZI). Regular meetings were held to discuss and resolve issues and make decisions on the best way to integrate the EBIS inspection into the SIRE format.

The taskforce hosted a webinar in November 2020 to support the FAQ publication, share an update on the project and raise awareness of areas to be considered with one month to go before the transition. It was attended by over 300 representatives involved in the European inland tank barge industry, and some from other industries. Most of the webinar's time was then opened to questions from the audience.

As 2020 ended, the project had delivered the critical elements for the EBIS 9 template suite into the SIRE programme for the changeover:

- Questionnaire template (BIQ-EBIS9).
- Technical information template (BPQ-Europe).
- Crew matrix template.

Additionally, a large majority of EBIS members who were not involved in SIRE became Programme Recipients. Over 90% of existing accredited EBIS inspectors elected to transition and gained their SIRE Cat 3 accreditation. The overwhelming majority of vessel operators in the EBIS database had transferred their fleet vessel data across before 31 December 2020.

As 2021 starts, improvement opportunities are being worked to enhance and refine the integration further and assist stakeholders with the inspection process.

Remote inspections (COVID-19 response)

In some circumstances, COVID-19 limited the ability of an OCIMF Inspector to be physically present on board a vessel to carry out a SIRE inspection. As a result, OCIMF launched remote inspections – as a temporary measure and an additional tool within its OVID and SIRE programmes – to ensure the inspection regime continues without unduly exposing the Inspector or the vessel's crew to the risk of a COVID-19 infection.

Before the launch, OCIMF successfully trialled the remote inspection regime and conducted and implemented a robust management of change process.

Remote inspections require the Vessel Operator to complete a detailed questionnaire and upload a series of documents and certificates to a dedicated online repository. This information is reviewed remotely by an OCIMF Inspector who is required to complete a further questionnaire drawing on the Vessel Operator's information and by requesting further detail from the vessel by telephone/video and email. Information supplied includes certificates, documents and photographic files.

Remote inspections were offered as an option to enable data collection in exceptional circumstances where physical inspections are not possible due to COVID-19 and where existing inspection reports may not be sufficient as deemed by a Submitting Company.

When to commission a remote inspection

The choice of opting for a remote inspection lies entirely with a Submitting Company or Programme Recipient and not the Vessel Operator. A Submitting Company decides on a case-by-case basis whether or not to commission a remote inspection - and a Programme Recipient decides on a case-by-case basis whether or not to accept a remote inspection report. Therefore, acceptance of a remote inspection by a Submitting Company or Programme Recipient cannot be guaranteed.

While OCIMF does not influence the decision to opt for a remote inspection over a physical inspection, it does offer a number of factors to aid the decision. These are clearly stated in the remote inspection guidelines available to download from the OCIMF website, and include but not limited to:

- The risk of transmitting COVID-19 due to a physical inspection.
- The existence of cases/symptoms of COVID-19 onboard the vessel to be inspected.
- The vessel's location and previous schedule.
- Travel restrictions associated with the vessel's location.
- The possibility of conducting a physical inspection at a later date that will satisfy the submitting company's requirements.
- The possibility that valid inspection reports are available which satisfy the submitting company's or Programme Recipient's requirements.

Process

Inspections are requested through the usual channels. The Vessel Operator does not have the option to select a remote inspection when requesting an inspection. A Submitting Company may choose to initiate this option and request relevant information from the Vessel Operator.

Once a remote inspection has been selected and commissioned by a Submitting Company, the Vessel Operator and inspector are notified via automated messages.

For Vessel Operators:

Vessel Operators are provided with a link to the online inspection editor which allows access to the Operator Data-Submission questions and guidance notes.

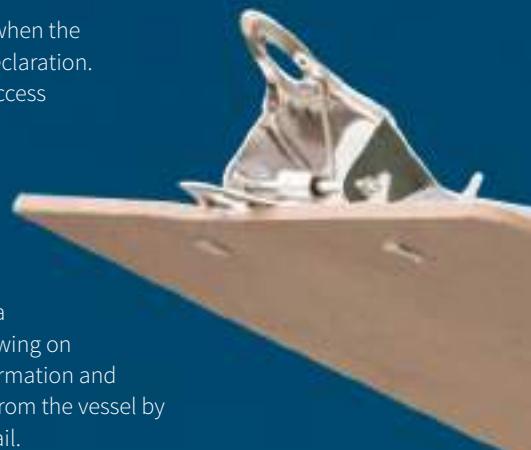
At least two days before the Inspector engages with the vessel, the Operator must:

- Upload a pre-defined list of certificates and documents to the relevant repositories.
- Respond to all Operator Data-Submission questions.
- Submit a declaration that the submissions are the most recent versions available.

For Inspectors:

The Inspector is notified when the Operator submits their declaration.

The Inspector is able to access their inspection editor which contains all the responses made by the Operator. The Inspector reviews all the information from the Operator and completes a further questionnaire drawing on the Vessel Operator's information and requesting further detail from the vessel by telephone/video and email.



The Inspector must:

- Review all operator responses and comment as appropriate.
- Review all operator certificates and documents.
- Respond to the Remote Inspection Questions using data provided by the Operator and by engaging with the vessel by telephone/video and email.

The completed Inspection Questionnaire is then provided to the Submitting Company for their review and validation. Once validated, the report is published to the programme website.

Document access and data security

A Certificates Repository and an Inspection Documents Repository are available for Operators to upload relevant vessel certificates, inspection documents and photographs. Operators retain access to these repositories at all times allowing them to keep certificates and inspection documents updated.

The nominated Inspector and the Submitting Company are provided with access to these repositories once the Inspection Booking Code is issued until the inspection report is published.

All certificates and inspection documents are stored on an independent and secure Digital Rights Management (DRM) server which validates the access rights of each viewer and ensures that documents cannot be copied, printed or downloaded – they may only be reviewed online.



SIRE 2.0

OCIMF is developing an enhanced and risk-based vessel inspection programme that will supersede the existing SIRE programme. The new vessel inspection programme builds upon the existing programme through an enhanced risk-based inspection regime, processes and tools that will provide richer insight into the management of health, safety, security and environmental risks onboard a vessel on an ongoing basis. SIRE 2.0 will provide:

Accuracy: Facilitating an accurate description of how key safety and operational risks are managed and verified onboard a vessel.

Capability: Training and developing inspectors who are of the highest quality, consistency and integrity, and use of a tablet and bespoke software for conducting inspections.

Reliability: Strengthening vessel inspections and reducing the number of repeat inspections required and focusing on areas of greatest risk.

Adaptability: More rapid response to human factors, industry changes, regulatory framework updates and advancements in technology.

For Programme Recipients and Submitting Companies, SIRE 2.0 will provide greater transparency and actionable insight to ensure vessels are being operated and maintained to the highest standards. Under the SIRE 2.0 programme Inspectors will benefit from an ongoing programme of enhanced technical and human factors training and more efficient processes that will aid their ability to identify and address issues of risk. The new inspection regime will also promote a way of working where openness and learning are a priority, and where Inspectors are able to engage in a more meaningful way with vessel operators and crew in order to identify the conditions and systems which are a challenge for crew.

For industry as a whole, SIRE 2.0 will ultimately provide a substantially more efficient, intuitive and future-proof inspection regime that will further help to reduce harm to people and the environment.

Project Status

The project is due to be rolled out in early 2022. To date, the VIP Steering Group and three Working Groups have focussed on Governance, Inspection, and Technology and Innovation.

In 2021, a significant amount of effort will be focused on further progressing:

- Beta testing of tablet devices.
- Consultations on IT technical specification for integration.
- Trial inspections using the new regime and tablet devices.
- Development and delivery of training and familiarisation modules for Programmes Participants.
- Question set library completion.
- Further work on policies and procedures.
- Recruitment of Quality Assessors for the programme.

Management of Change

OCIMF recognises that this is a significant change for Programmes Participants, Inspectors and wider industry, and the development and implementation of SIRE 2.0 needs to be handled with critical attention. OCIMF's Vessel Inspection Project (VIP) Steering Group and Working Groups have been consulting with Members, Submitting Companies, Programmes Recipients, Inspectors, vessel operators and industry partners in the development of SIRE 2.0 for several years and will continue to do so wherever relevant and practicable.

Throughout 2021, OCIMF will provide further information on webinars, training, familiarisation sessions and consultation processes, which will require attendance and input from Programme Participants. Comprehensive updates relevant to specific user groups will also be shared on a frequent basis. It is important to stress that while OCIMF develops SIRE 2.0, the existing SIRE programme will continue to be supported and improved, ensuring SIRE incorporates the latest industry standards, best practices and regulations.



Vessel Inspection Programme Project Steering Group

Purpose

The Vessel Inspection Programme (VIP) project Steering Group is responsible for delivering the new OCIMF inspection regime for tankers (SIRE 2.0). It provides leadership and oversight for the three VIP working groups: Inspection, Governance, and Innovation and Technology. It reports to the Programmes Committee.

Activity

In 2020, the VIP project Steering Group continued with the development of SIRE 2.0. This included developing the SIRE 2.0 training and familiarisation plan, designing and developing the Programmes Quality Assessors concept, designing the SIRE 2.0 risk-based Vessel Inspection Questionnaire (VIQ) and defining the model and specification for the mobile inspection tablet. Additional expertise and dedicated appointments were resourced to facilitate the development of the project. The group also developed and implemented a SIRE 2.0 communications plan and Management of Change (MOC) process.

Chair

Raj Shetty
(ENOC)

Vice-Chair

Deb Cobb
(Marathon)

Secretary

Sam Megwa
(OCIMF Programmes Director)

Members represented

BP
Cheniere Energy
Chevron
ENI
ENOC
Equinor
Excelerate
IMT
Marathon
Phillips 66
Shell
Total

Meetings in 2020

February and March 2020
London, UK
September 2020
Virtual

Inspection Working Group

Chair: Raul Barac (Shell)

The group progressed the development of new risk-based inspection questions, processes and tools that are focused on equipment, procedures, and human factors. To support the delivery of their various work streams, a dedicated resource was added to the Secretariat VIP project team.

Governance Working Group

Chair: Dave Gowns (Shell; to October) and **Dave Guy** (BP; from November)

The group progressed work on the development of new technical and human factors training programmes, and rules that are auditable and enforceable, including a new Quality Assurance activity to be carried out by a team of Programmes Quality Assessors.

Innovation and Technology Working Group

Chair: Simone Vittori (ENI; from November)

The group progressed work on the development of a new and vastly improved software system, IT infrastructure and processes, including the use of an intrinsically safe mobile tablet device for inspections. The group also worked closely with relevant users of the programmes to understand what updates to their systems and process would be needed to meet the requirements of SIRE 2.0.



Ship Inspection Report programme

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

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

Confidence in SIRE is assured by the quality of inspectors and their reports. The Ship Inspector Training and Accreditation Programme governs inspector training and ensures the quality of inspectors who undergo a three-year cycle of accreditation. This programme requires SIRE inspectors to undertake a programme of refresher training and auditing to maintain their accreditation.

SIRE uses the following questionnaires and TMSA:

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

SIRE/OVID compliance

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



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

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

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

SIRE/OVID inspector accreditation

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

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



Third Party Vetting Contractor audit programme

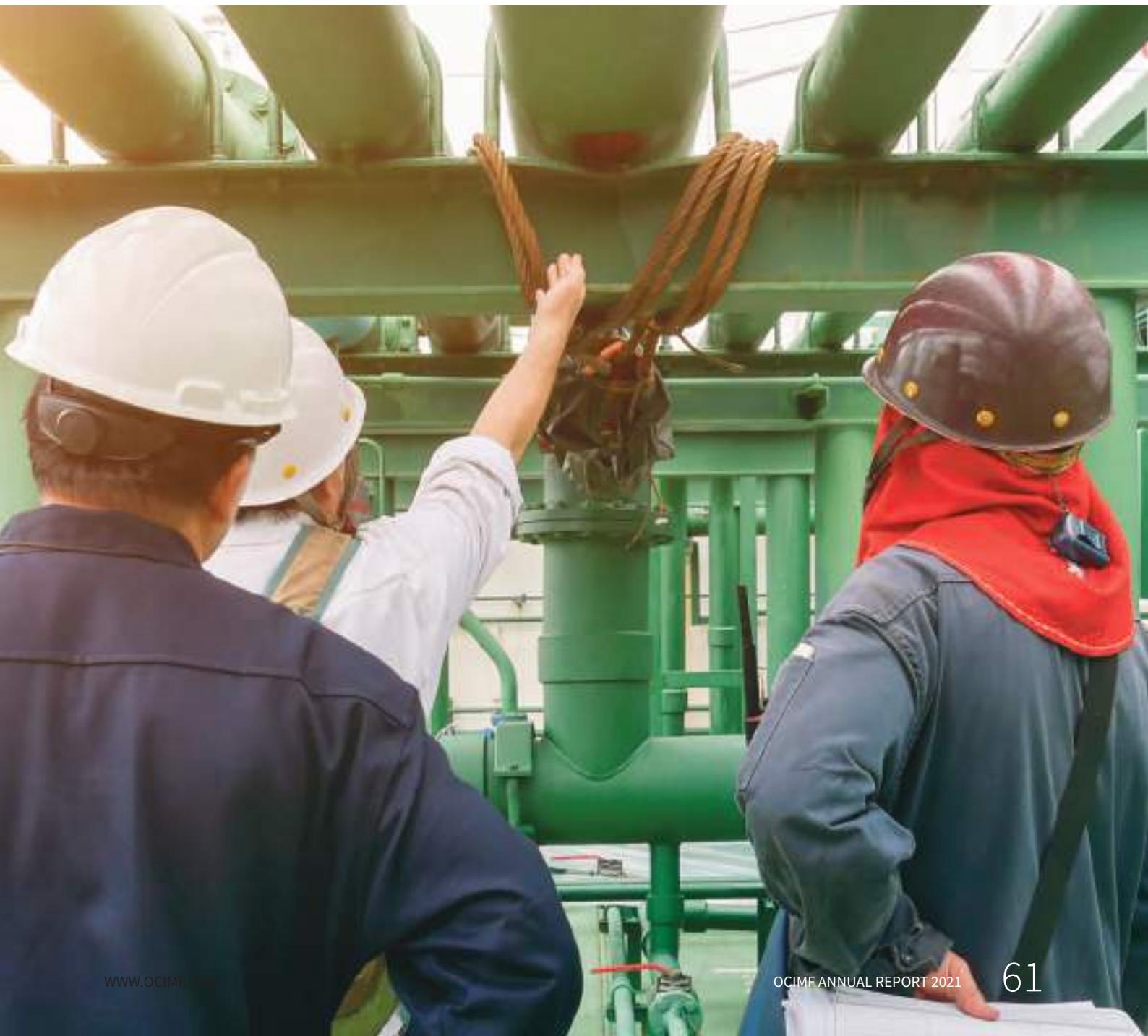
Since 2009, OCIMF has allowed SIRE members and recipients with limited marine resources within their organisations to use a Third Party Vetting Contractor (TPVC) to conduct vetting/screening of vessels. In 2019, 20 OCIMF submitting members and 90 programme recipients forwarded reports to a TPVC.

There were 11 active TPVC in the SIRE programme in 2020, with 3 inactive TPVC, for a total of 14 registered contractors.

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

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

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



SIRE Focus Group

Purpose

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

Activity

The group held their 36th and 37th meetings during 2020 and in addition to the project of SIRE 2.0, they continued their work on other ongoing issues such as the review of the HVPQ and the VIQ. The SFG directed the development of the Inspection Request Platform which has been available to all Operators and Submitting Companies under SIRE since July 2020. OCIMF is requiring the use of the Inspection Request Platform to further enhance the governance process of the SIRE programme to provide greater transparency and efficiency. The Inspection Request Platform allows Operators to request a vessel inspection from the SIRE system, maintain up-to-date information for their own vessels and companies, select up to 5 different Submitting Companies and assign an order of priority to the companies selected.

The SIRE Vessel Incident Repository was launched in July 2014 in response to a desire from vessel operators to have the ability to submit incident reports directly to a central reporting platform which could be accessed by all OCIMF members. The repository is in its sixth year of operation and has in excess of 1100 reports submitted with reports being submitted at the rate of approximately 20 per month.

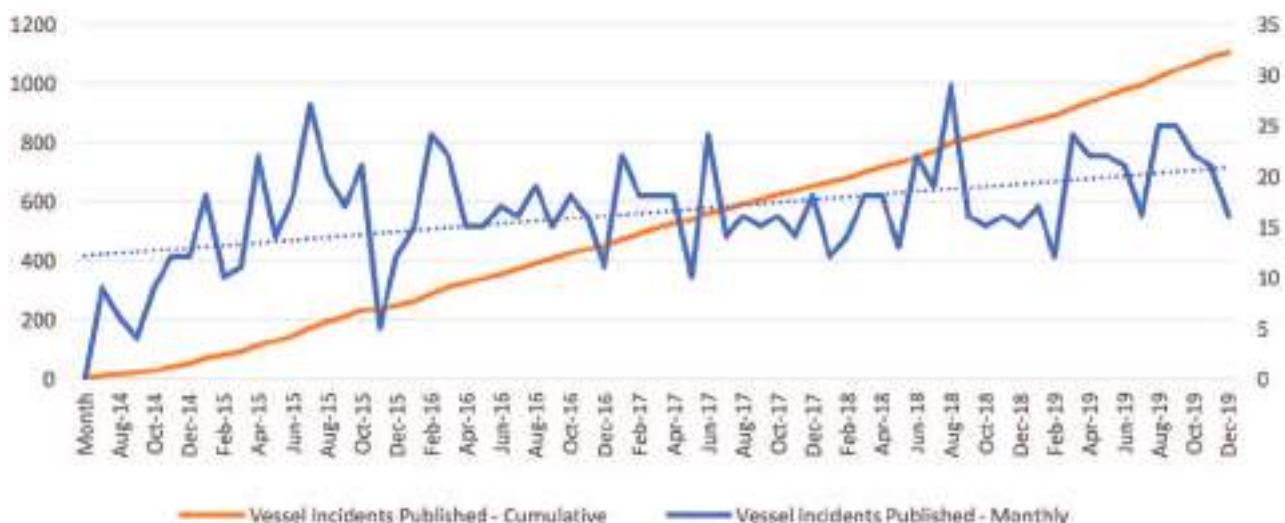
The SFG reaffirmed that this repository is a very valuable tool that, through the reporting of incidents and subsequent investigations, ensures continuous improvement to safety management systems, standards, procedures and practices.

The graph below provides an overview of the reports submitted into the system.

Chair	Members represented	Meetings in 2020
Dave Gowns (Shell)	IMT Neste P66 ENOC BP Total Shell Equinor Petrobras Chevron ENI NLNG	5-6 February Dubai, UAE
Vice-Chairs		22 September Virtual
Fred Adolfsen (Equinor) Bizon Marfatia (IMT)		



SIRE Vessel Incident Repository



SIRE User Group

Activity

The 20th meeting was held on Tuesday, 04 February 2020 at the Movenpick Hotel, Dubai. The meeting was attended by delegates who use the SIRE programme. These included tanker operators, members and inspectors. The meeting was attended by delegates who use the SIRE programme, including tanker operators, members and inspectors.

These meetings are a valuable opportunity for the industry to interact with the members of the SIRE Focus Group and discuss issues of interest. The OCIMF Secretariat presented a range of issues for discussion which included SIRE performance, the incident and Port State Control (PSC) report repositories and their benefit to the industry, as well as issues related to compliance and ethics. An update on the development and progress of the Vessel Inspection Programme (VIP) project was also presented. OCIMF hosts these meetings regularly to enable and encourage SIRE programme users to share their experiences and provide feedback on the programme's operation. These meetings are chaired by the SIRE Focus Group (SFG) Chairman and provide an opportunity for attendees to engage directly with SFG members.



Chair	Members represented	Meetings in 2020
Dave Gowns (Shell)	IMT Neste P66 ENOC BP Total Shell Equinor Petrobras Chevron ENI NLNG	SUG 20 4 February Virtual
Vice-Chairs		
Fred Adolfsen (Equinor)		
Bizon Marfatia (IMT)		



Offshore Vessel Inspection Database

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

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

Minimum inspection requirement for 2020

To maintain accreditation, inspectors must submit a minimum number of four reports to OVID each year. Any inspector who fails to submit the minimum number of inspections during the year will, on the 31 December of the same year, have their accreditation temporarily withdrawn.

OVID Collaboration Committee

The OVID Collaboration Committee (OCC) is a collaborative committee between the International Marine Contractors Association (IMCA) and OCIMF. The group discusses the operation and maintenance of the OVID programme which includes Offshore Vessel Inspection Questionnaire (OVIQ), Offshore Vessel Particulars Questionnaire (OVPQ) and OVMSA.

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

The OCC is crucial to improving OVIQ and OVPQ.

Chair
David A Vaughn (SeaRiver/ExxonMobil)
Vice-Chair
Pawel Panka (Technip)

Members represented
Allseas Chevron ConocoPhillips ExxonMobil IMCA Saipem Sebsea7 Shell Technip

Meetings in 2020
OCC4 4 January London, UK



OVID User Group

2020 Activity

This group gives OVID users an opportunity to provide comments and feedback on the programme's operation and where improvements might be considered. The OVID User Group (OUG) meets twice a year before the OVID Focus Group (OFG). Topics addressed in 2020 included:

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



OVID Focus Group



Purpose

The OFG reports to the OMC and is responsible for the review and maintenance of OVID, including vessel inspection questionnaires and the accreditation of inspectors. Other responsibilities include:

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

2020 Activity

The OFG reviewed and agreed to maintain the minimum inspection requirements, and there will be no changes to the eligibility criteria for new inspectors in 2020. OVID Training and Accreditation Review (OTAR) Working Group presented three options for the requirement on work experience as minimum qualification for new inspectors. A preferred option was presented for approval at OMC.

The OFG also reviewed the information paper DP FMEA Assurance: Risk-Based Guidance for OMC approval.

Chair Kris Kallaway (ConocoPhillips)	Members represented BP Chevron Chrysaor ConocoPhillips Equinor INEOS Petrobras, SeaRiver/ExxonMobil Shell small oil companies Suncor Total with 35 participants including inspectors, vessel commercial and technical operators	Meetings in 2020 OUG 20 11 February Houston, USA
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Chair Kris Kallaway (ConocoPhillips)	Members represented BP Chevron Chrysaor ConocoPhillips Equinor INEOS Petrobras SeaRiver/ExxonMobil Shell Suncor Total	Meetings in 2020 OFG 20 12-13 February Houston, USA
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Marine Terminal Information System

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

It has two main purposes:

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

As the system matured, it was recognised that a management and self assessment system for terminals could provide a vehicle for continuous safety improvement, in a similar way to how the TMSA programme 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 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.

Marine Terminal Focus Group

Purpose

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

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

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

2020 Activity

Before the committee's final meeting in February, the Chair, Vice Chair and Secretary met with the Dubai port authority to promote MTIS use. The MTFG meeting focussed on the finalisation of the MTPQ2 and the berth comparison tool, and there was a training seminar for local port authority managers to show them the benefits of MTIS. Fourteen terminal personnel attended training, with ten of the terminals added to the MTIS database.

Chair Bharat Bhatia (Shell)	Members represented Chevron ExxonMobil INEOS NuStar Shell Total Viva Energy	Meetings in 2020 MTFG 14 26-27 February Dubai, UAE
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OCIMF Programmes IT Support Group

Purpose

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

In 2020, the group was presented with a high-level technical summary of SIRE 2.0 and discussed the impact of the new inspection template structure on members' IT systems and the project timescales.

The group also reviewed the impact of the transition of the European Barge Inspection Scheme (EBIS) into SIRE.

The group also reviewed the measures that were implemented to mitigate the impact of the COVID-19 pandemic. These measures included the extension of the inspection report availability from 12 months to 18 months, the introduction of inspectors' home port locations and remote inspections.

In addition, the group requested a six- to eight-week delay in the deployment of all major IT programmes initiatives due to strain COVID-19 has put on members' IT resources. This request was approved by the OCIMF Leadership Team.

Chair	Members represented	Meetings in 2020
Gareth Farquhar	BP Chevron Eni ENOC Equinor IMT INEOS Marathon Petroleum Petrobras Phillips 66 Shell	OPITSG 37 17 March Virtual OPTISG 38 20 May Virtual



OCIMF publications

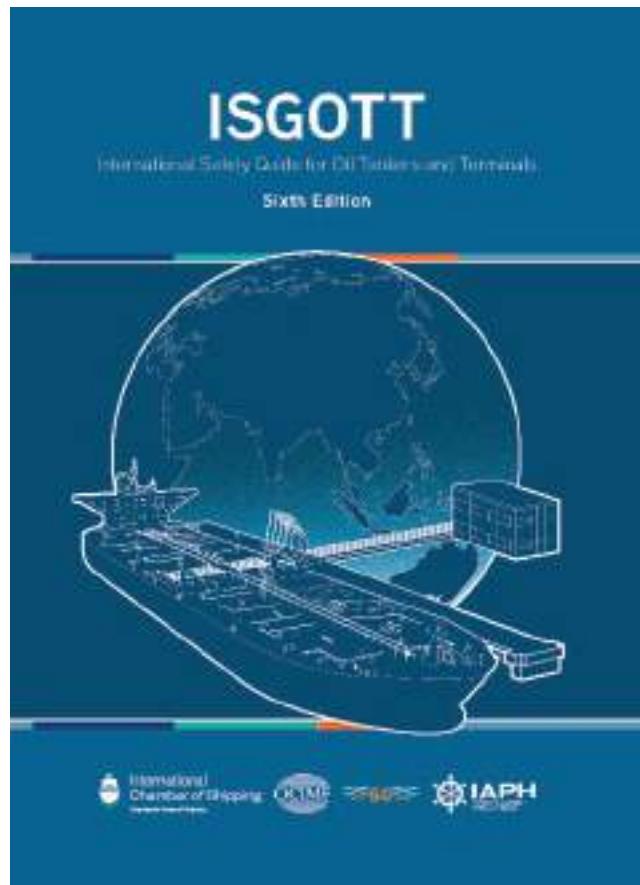
International Safety Guide for Oil Tankers and Terminals, Sixth Edition

Effective management of health, safety and environmental protection is critical to the tanker and terminal industry and the *International Safety Guide for Oil Tankers and Terminals* (ISGOTT) has become the standard reference on the safe operation of oil tankers and the terminals they serve. OCIMF and ICS together with the International Association of Ports and Harbors (IAPH) worked together over the past two years to revise and update ISGOTT, which was first published in 1978.

The sixth edition encompasses the latest thinking on a range of topical issues including gas detection, the toxicity and the toxic effects of petroleum products (including benzene and hydrogen sulphide), the generation of static electricity and stray currents, fire protection and the growing use of mobile electronic technology. New significantly reappraised topics include:

- Enclosed space entry.
- Human factors.
- Safety Management Systems (SMSs), including complementary tools and processes such as permits to work, risk assessment, Lock-out/Tag-out (LO/TO), Stop Work Authority (SWA) and their linkage to the underlying principles of the International Safety Management (ISM) Code.
- Marine terminal administration and the critical importance of the tanker/terminal interface.
- Alternative and emerging technologies.
- Bunkering operations, including the use of alternative fuels such as Liquefied Natural Gas (LNG).
- Cargo inspectors.
- Alignment with OCIMF's recently revised Mooring Equipment Guidelines.
- Maritime security and linkage to both the International Ship and Port Facility Security (ISPS) Code and industry's maritime security Best Management Practices (BMP).

Care was taken to ensure that where the guidance given in previous editions is still relevant and accurate, any amendments, changes or deletions were only enhanced the content and not diminished the ethos of ensuring the health, safety and environmental protection of those who use the guide.



The Ship/Shore Safety and Bunkering Operations Checklists were also completely revised to reflect changes in the understanding of the impact of human factors in their effective use. The importance of ensuring that individual and joint responsibilities for the tanker and the terminal are clearly communicated before arrival, as well as when alongside, is central to this objective.

Published June 2020



STS Service Provider Management and Self Assessment, Second Edition

OCIMF's *STS Service Provider Management and Self Assessment* is an important tool that helps Ship to Ship Service Providers assess, measure and improve the safety and effectiveness of their management systems. This second edition was updated to reflect current legislation, expectations and emerging issues and incorporates feedback from STS Service Providers and users of the first edition. It is based on the principles of the *Tanker Management and Self Assessment* (TMSA 3) programme that was revised in 2017.

Published November 2020



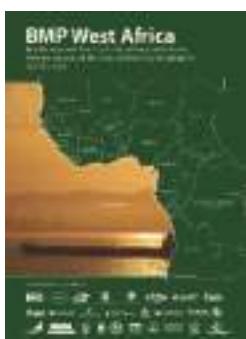
Peril at Sea and Salvage: A Guide for Masters, Sixth Edition

The shipping industry has made great progress in the last twenty years in its goal to eliminate accidents, but the sea remains a challenging place to operate. When an emergency happens, the ship's Master takes responsibility for dealing with the situation, acting decisively to protect lives and prevent or minimise damage to the ship, environment and cargo.

A standard reference for Masters for forty years, this new edition of *Peril at Sea and Salvage: A Guide for Masters*, a joint ICS/OCIMF publication, reflects major changes that have taken place in the shipping industry since the last edition was published.

It outlines the actions a Master should take when confronted with an emergency: from the initial assessment and immediate actions, through to towage or salvage arrangements, as may be necessary.

Published October 2020



Best Management Practices to Enhance Maritime Security for Vessels & Mariners Operating Off the Coast of West Africa including the Gulf of Guinea

The first edition of *Best Management Practices to Enhance Maritime Security for Vessels & Mariners Operating Off the Coast of West Africa including the Gulf of Guinea* (BMP WA), which was developed by industry organisations and supported by government and military organisations, consolidates and enhances existing guidance to help mariners detect, deter and delay external threats to their safety in this region.

Published March 2020

OCIMF Information Papers



Recommendations on Usage of ECDIS and Preventing Incidents

This information paper provides guidance to enhance policies and procedures regarding the safe use of Electronic Chart Display and Information Systems (ECDIS). With more vessels using Electronic Navigational Charts (ENCs) for primary or secondary navigation, there have been several significant navigational incidents over the last decade where one of the contributing factors has been ECDIS-related. *Recommendations on Usage of ECDIS and Preventing Incidents* takes into account ECDIS-related navigational incident findings and safety-related observations from OCIMF's SIRE. To provide practical support and guidance, the information paper draws upon this analysis to provide recommendations for improving ECDIS-related practices and preventing ECDIS-related navigational incidents.

Published November 2020



F(P)SO Heading Control Guidelines

The information paper provides recommendations to safely manage heading control operations of turret moored Floating (Production) Storage and Offloading (F(P)SO) facilities. F(P)SO heading control operations are undertaken to enable surveys, installation works, maintenance works and associated F(P)SO operations, often while the facility remains in operation, and are exposed to a wide range of hazards. It provides guidance on the risks and consequences of loss of F(P)SO heading control, outlines heading control assurance guidance and details potential hazards as well as F(P)SO redundancy measures.

Published November 2020



The OCIMF Human Factors Approach

This information paper outlines OCIMF's approach to human factors. OCIMF aims to improve safety and environmental protection in the maritime industry by considering human factors when providing guidance and recommendations. The Human Factors Approach paper outlines how OCIMF will integrate human factors into its activities and contribute to making our industry progress on human factors. It includes:

- A set of principles that guide OCIMF's actions on human factors.
- An overall goal for OCIMF.
- A framework to understand how human factors issues impact operations.
- Opportunities to take action.

Published October 2020



Recommendations on the Proactive Use of Voyage Data Recorder Information

This information paper updates OCIMF's *Recommendations on the Proactive Use of Voyage Data Recorder Information* (published in 2013) to consider the impact of recent updates to VDR performance standards by the International Maritime Organization (IMO). These updated requirements, along with experience gained from using VDR data proactively, particularly related to the assessment of human element aspects, are discussed in this revised edition. This information paper provides recommendations on how to obtain the maximum benefit from the proactive use of VDR data and aims to enhance safety of navigation.

Published August 2020



Dynamic Positioning (DP) Failure Mode Effects Analysis Assurance Framework Risk-based Guidance

Failure Modes and Effects Analysis (FMEA) is a tool used by reliability engineers throughout the design process. Codes, standards and practices require single fault tolerance of dynamically positioned vessels to be documented in a FMEA. This information paper on the Assurance Requirements for FMEAs was a broad industry collaboration and will improve safety in the Industry. It provides a:

- Methodology to drive transparency in the identification of vulnerabilities.
- Common format for pertinent information to be presented.
- Means to align the spectrum of diverse stakeholders Vessel Technical Operators, Independent 3rd party providers and verifiers of DP FMEAs, Classification Societies, and OCIMF Member Marine Assurance and Vetting end users

Published June 2020



The Carriage of Methanol in Bulk Onboard Offshore Vessels

The carriage of methanol in bulk is becoming common in the offshore oil and gas industry, and although there is technical documentation on methanol handling, guidance for offshore carriage by sea is limited. Methanol is a hazardous chemical with significant toxic, flammable, and reactive properties that can adversely affect human health and the environment when not properly handled. This information paper from OCIMF and the Maritime Safety Forum (MSF) provides guidance for the safe loading, carriage and discharge of methanol by offshore support vessels.

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OCIMF Safety Bulletin - Sanchi and CF Crystal Collision Incident

This safety bulletin highlights the importance of verifying the level of awareness and familiarity vessel personnel have with key learnings, procedures and regulations affected by this incident. This safety bulletin is based on facts, contributory factors and learnings identified in the official investigation report of the collision between the Sanchi and the CF Crystal. It is also based on an analysis by OCIMF members of information available from the official reference documents. This safety bulletin does not in any way seek to apportion blame or liability for the incident.

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Static Towing Assembly Guidelines

This information paper supplements the OCIMF publication Guidelines to Offshore Tanker Operations (GOTO) and should be read along with the relevant guidance for static towing operations. The purpose of this information paper is to provide technical guidance on selecting fit for purpose towing assemblies that minimise risk of injury to crew members or damage to equipment, and to optimise the effectiveness of static towing operations.

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Coming soon

Title	Due	Book or information paper
International Safety Guide for Inland Navigation Tank-Barges and Terminals (ISGINTT)	2022	Book
Jetty Maintenance and Inspection Guide	2022	Book
Guidelines for the Handling, Storage, Use, Maintenance and Testing of STS Hoses	2021	Information paper
Transiting the Turkish Straits	2021	Information paper
TMSA Element on Human Factors	2021	Information paper
Effective Communication during Navigation on Inland European Waterways	2021	Information paper
Considerations for Converting Non-propelled Inland and Coastal Barges to Closed Loading	2021	Information paper

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**Oil Companies
International Marine Forum**



29 Queen Anne's Gate
London SW1H 9BU
United Kingdom
T +44 (0)20 7654 1200
Enquiries@ocimf.org
ocimf.org