



Annual Report 2022



Mission

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

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

Strategic priorities

Publications

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

Advocacy

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

Programmes

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

Members Collaboration

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



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

Gazprom Global LNG Ltd and LUKOIL Oil Company were removed from membership in March 2022, following government sanctions. This is reflected in the membership data included in this report.

MESSAGE FROM THE CHAIRMAN

Message from the Chairman

When I wrote my message for the 2020 Report, I truly did not believe we would still be under travel restrictions at the end of 2021. COVID-19 has continued to affect us all to varying degrees and although transportation fuel demand has increased over the past 12 months, the OCIMF member companies, like many others are under strict budgetary control. Work practices have continued a journey of change, and we should expect this to be the case for some time to come.

Although some improvement is evident in scheduled changeover of ships crews, sadly there remain countries who refuse to allow free movement of crews, placing unworkable restrictions on the very people we all rely on to maintain global trade. Unfortunately, it is unlikely we will see solutions adopted by all during this pandemic.

OCIMF staff continued to work from home during the year and managed to make excellent progress on the strategy implementation and new ways of working for the committees and expert groups. Communities of Practice have now been put in place to improve member engagement and collaboration via a virtual platform. Although physical vessel inspections have increased over 2021, remote inspections, initially developed and implemented early in 2020, continue to assist our members and vessel operators where physical inspections cannot be facilitated. Remote training of inspectors also continues successfully and has been used to train inspectors on the new SIRE 2.0 process. SIRE 2.0 itself, one of the largest projects ever undertaken by OCIMF, has continued through physical trials onboard volunteer vessels and the start of stakeholder discussions to bring everyone up to speed and gather feedback. Publications have continued per schedule and although most of the IMO meetings have been on a remote basis, we maintained our level of attendance to advocate on priority matters.

During the year, we had five staff changeovers (4 secondees positions and 1 employee) including a change in Managing Director in December when Rob Drysdale completed his tenure and Karen Davis took over the reins. In an organisation where most of the technical staff are member company secondees, we are used to staff turnovers, but the risk of disruption in a small organisation should not be underestimated. These changes are managed through a robust MOC process which has been tried and tested over many years.

None of our successes occur by accident. Without the valued input of our members and the dedication of our Secretariat, we would not be able to achieve what we have considering the challenges faced over the past two years. This is clear evidence that our strategy is working, and that wider collaboration is



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continuing and capitalising on the OCIMF values of engage, respect, efficient, and deliver.

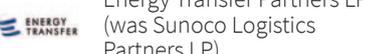
As we look forward to 2022, I know we will witness further successes for OCIMF. The roll out of SIRE 2.0 will be a major milestone, bringing a step-change to vessel inspections and improving the quality of reports for stakeholders. Other programmes will eventually be aligned to focus on risk prioritisation, and we will start to develop these changes. Best practice publications will be revised or developed based on our bowties and prioritisation matrix and we will advocate these important aspects at IMO and beyond.

I want to thank my colleagues on the committees, expert groups, Communities of Practice and the Secretariat for their hard work, dedication, and pride in delivering another successful year for OCIMF. It has been an honour to serve as OCIMF Chair for the past four years, and as I step down, I am pleased to welcome Nick Potter to the role and wish him all the best.

A handwritten signature in black ink that reads "Mark Ross". The signature is fluid and cursive, written in a professional style.

Mark Ross, Chairman

OCIMF MEMBERSHIP

| | | |
|--|---|--|
|  Abu Dhabi National Oil Company (ADNOC) |  Hengyuan Refining Company (HRC) |  PDVSA PDV Marina SA |
|  Addax Oryx Group |  Hess Corporation |  Pertamina |
|  Aker BP ASA |  Husky Energy |  Petrobras |
|  Alma Petroli |  Indian Oil Corporation Limited |  Petróleos de Portugal – PETROGAL, SA |
|  Ampol Group |  INEOS Europe AG |  Petroleos Mexicanos (PEMEX) |
|  Angola LNG |  INPEX Corporation |  Petroleum Industry Marine Association of Japan * |
|  BASF SE |  International Energy Co. Ltd. |  PETRON Petron Corporation |
|  BHP |  International Marine Transportation Limited (IMT) |  Petroperu SA |
|  Borealis AG |  IPLM SPA |  Petrovietnam |
|  BP Shipping Limited |  IRVING Irving Oil Ltd |  Phillips 66 Company |
|  Braskem SA |  ITHACA Ithaca Energy |  pluspetrol Pluspetrol Peru Corporation SA |
|  Cargill Ocean Transportation |  KMG International NV |  Preem AB |
|  Cenovus Energy Inc |  KOCH Koch Shipping PTE Ltd |  Primorsk Oil Terminal |
|  Centrica PLC |  KOSMOS Kosmos Energy LLC |  ptt PTT Public Limited Company |
|  CHENIERE Cheniere Energy Inc |  Kuwait Oil Company |  Qatar Petroleum Corporation |
|  Chevron Shipping Company LLC |  Lundin Lundin Norway AS |  Reliance Industries Limited |
|  Chrysaor |  Marathon Oil Company |  REPSOL Repsol |
|  CNOOC |  Marathon Petroleum Co. LP |  Vopak Royal Vopak NV |
|  Compagnie de Distribution des Hydrocarbures (LyondelBasell) |  MARQUARD & BAHLS Marquard & Bahls AG |  Santos Santos WA Energy Ltd |
|  CEPSA Compania Espanola de Petroleos SA (CEPSA) |  MARTIN Martin Midstream Partners |  SARAS SpA |
|  ConocoPhillips |  MAXCOM Maxcom Petroli SpA |  Saudi Arabian Oil Company (Saudi Aramco) |
|  dana Dana Petroleum Ltd |  Medco E&P Natuna Ltd |  Sempra LNG |
|  Dolphin Energy Ltd |  MMS MISC Maritime Services SDN.Bhd. (MMS) |  Shell International Trading and Shipping Company Limited |
|  ECOPETROL Ecopetrol S.A. |  MOTOR OIL (HELLAS) Corinth Refineries SA |  SLNG Singapore LNG Corporation Pte Ltd |
|  enoc Emirates National Oil Company (ENOC) |  Naturgy Naturgy Energy Group S.A. |  Sonangol USA |
|  ENAP Empresa Nacional del Petroleos (ENAP) |  NAYARA Nayara Energy |  SUNCOR Suncor Energy Inc |
|  enel Enel Trade SpA |  NEPTUNE Neptune Energy |  TotalEnergies |
|  ENERGY TRANSFER Energy Transfer Partners LP (was Sunoco Logistics Partners LP) |  NESTE Neste Corporation |  TULLOW Tullow Oil Plc |
|  ENGEN Engen Petroleum Limited |  Nigeria LNG Limited |  Unipecc Asia Company Limited |
|  eni Eni SpA |  Nigerian National Petroleum Corporation |  Valero Valero Marketing & Supply Co |
|  EP Petroecuador |  NuStar NuStar Energy LP |  Vermillion Energy Resources |
|  equinor Equinor ASA |  OXY Occidental Energy Marketing Inc |  VIVA Viva Energy Australia Ltd |
|  ESSAR Essar Oil UK |  OCENSA OCENSA |  VIVO Vivo Energy |
|  excelerate Excelerate Energy LLC |  OLT Offshore LNG Toscana SpA |  Woodside Energy Ltd |
|  FORTREC Fortrec Petroleum and Chemicals Pte Ltd |  OMV OMV Refining & Marketing GmbH |  World Fuel Services Corporation |
|  HELLENIC PETROLEUM Hellenic Petroleum SA |  Pampa energia Pampa Energia SA |  YPF YPF S.A. |
| |  Pan American Energy LLC SUC ARG | |

*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.

Managing Director's review

2021 was in some respects more challenging than 2020. While we remained subject to pandemic restrictions, remote working became normal practice. It became obvious that continuously working apart does not provide the best environment for people nor the organisation.

The strategy we developed in 2019 called for more virtual meetings, with the intent of applying them exclusively for Expert Groups, while maintaining face-to-face meetings for Committees. Ultimately, the pandemic forced all meetings to be virtual. Teams became proficient in the virtual applications but missed the benefits of face-to-face interaction. We recognised that some form of face-to-face interaction is necessary to provide individuals the opportunity to better engage personally and, in turn, for teams to reach their full potential. The OCIMF plan for 2022 and beyond is to work in hybrid mode to capture the best of both. The Secretariat will work part-time from home and part-time from the office. The committees will be a mix of face-to-face and virtual meetings. Taking the hybrid model into account and conscious that our office lease was due for renewal in December 2021, we decided to 'downsize' our floor area, combine our meeting rooms and desk space, and consolidate to one floor. The added benefit was reducing our costs!

Looking back at the year, given the various challenges, it is satisfying to see how well we performed. Per our schedule, we published four information papers (*Guidance for the Employment of Private Maritime Security Companies, Human Factors Management and Self-Assessment, Guidelines for Transiting the Turkish Straits and Guidelines for the Handling, Storage, Use, Maintenance and Testing of STS Hoses*), co-sponsored two submissions at IMO, successfully transitioned EBIS into our BIRE



programme, progressed the SIRE 2.0 project for roll-out in 2022, and strengthened our remote inspector training and remote inspection processes.

Our Functional Committee plans, aligned with the overall strategy, are now approved and in place. These plans guide our publications and advocacy work on human factors, maritime security, and the environment. Greenhouse gas emission reductions and air pollution, in general, continue to be hot topics for our industry. OCIMF Secretariat and Member representatives have been engaged in various industry efforts to develop risk mitigations for the use of low and zero carbon fuels and in studies to attempt a form of global standardisation for vessels to connect to shore power when alongside. OCIMF co-sponsored the ICS-led Shipping Event at COP26, where we were joined by senior representatives from some of our member companies. From a Maritime Security perspective, the Gulf of Guinea continues to be cause for concern, but with the launch of the Deep Blue project and the inauguration of SHADE-GoG we have already seen improvements at the start of the dry season compared with prior years.

2022 promises to be just as challenging as 2021, but with challenge comes opportunity. Like others, I hope we witness the end of the pandemic during the coming year and that the Gulf of Guinea security situation continues to improve. I look forward to

In closing, I want to thank all our member representatives and the Secretariat for their engagement, enthusiasm, and performance during 2021.

launching SIRE 2.0 and collaborating with other organisations to ensure new fuels risks are managed in a safe and environmentally sustainable manner. And, of course, I look forward to the continued focus on human factors in everything we do.

In closing, I want to thank all our member representatives and the Secretariat for their engagement, enthusiasm, and performance during 2021. In line with our strategy, their continued dedication and commitment to efficiency, effectiveness, and agility throughout is appreciated.

I look forward to working with you in 2022.



Karen Davis, Managing Director





History

The Oil Companies International Marine Forum (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

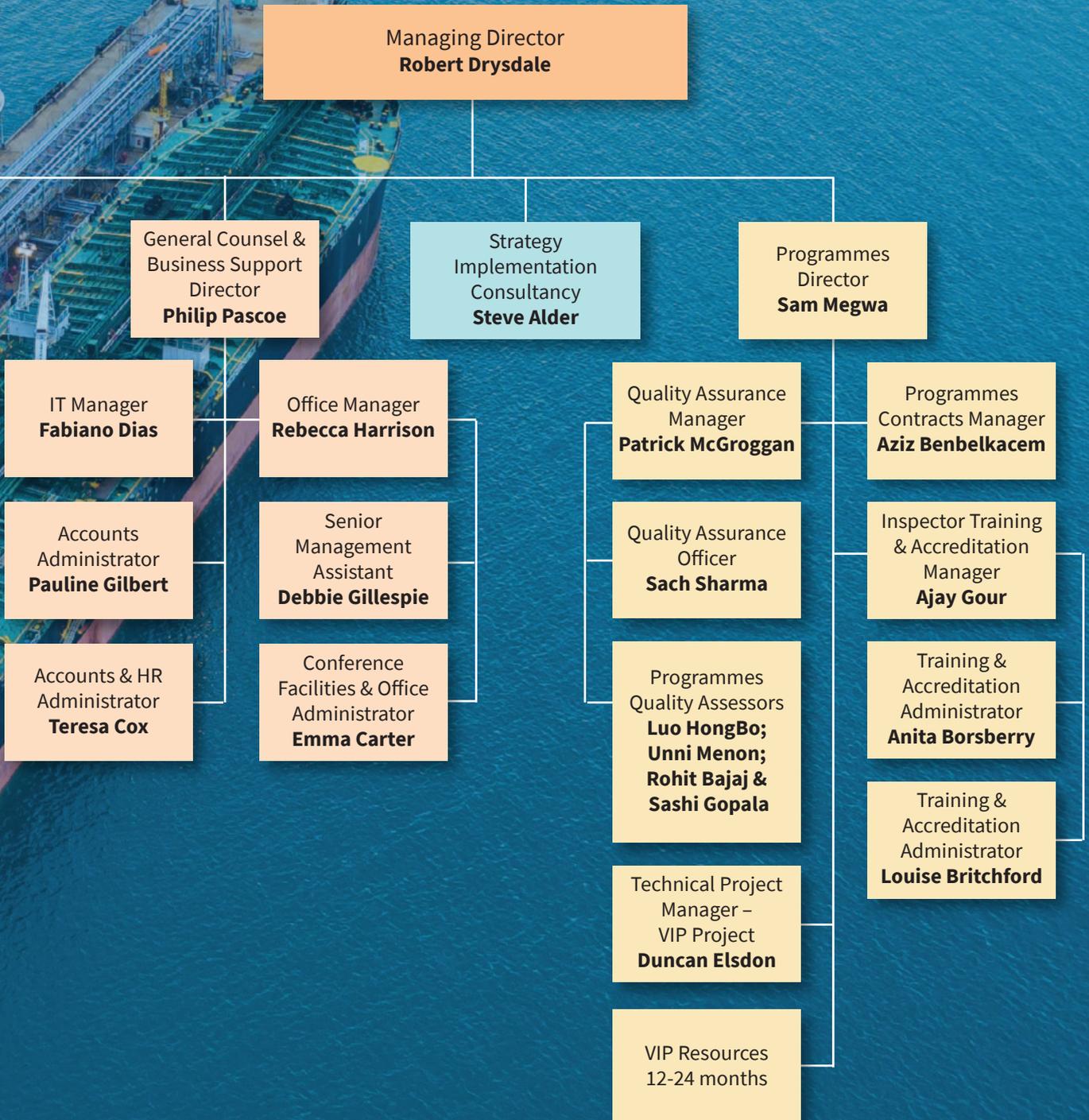
accepted regulation necessarily slow as it crosses many individual countries and jurisdictions, OCIMF is in the unique position of being able to leverage the expertise of its membership to press ahead with much-needed guidance on important industry issues. This provides the means to improve practices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

ORGANISATIONAL CHART



ORGANISATIONAL CHART



SECRETARIAT



Rob Drysdale
Managing Director
(to Dec 2021)



Karen Davis
Managing Director
(from Dec 2021)



Sam Megwa
Programmes Director



Dave Wall
Publications &
Advocacy Director
(to April 2021)



Saurabh Sachdeva
Publications &
Advocacy Director
(from April 2021)



Philip Pascoe
General Counsel



Russell Pegg
Security Adviser



Sanchay Srivastava
Nautical Adviser



Graham Coles
Offshore Adviser



Ricardo Martinez
Engineering Adviser
(to Dec 2021)



Filipe Santana
Engineering Adviser
(from Dec 2021)



Matthew Graham
Barge Adviser
(to February 2021)



Marc De Backer
Barge Adviser
(from March 2021)



Motonobu Tsuchiya
Regulatory Affairs
Adviser



Duncan Elsdon
Technical Project
Manager – VIP Project



Ajay Gour
Inspector Training &
Accreditation Manager



Patrick McGroggan
Quality Assurance
Manager



Sach Sharma
Quality Assurance
Officer

SECRETARIAT



Aziz Benbelkacem
Programmes
Contracts Manager



Unni Menon
Quality Assessor



Luo Hongbo
Quality Assessor



Rohit Bajaj
Quality Assessor



Sashi Gopala
Quality Assessor



Louise Britchford
Training & Accreditation
Administrator



Anita Borsberry
Training &
Accreditation Manager



Fabiano Dias
IT Manager



Pauline Gilbert
Accounts
Administrator



Teresa Cox
Accounts & HR
Administrator



Rebecca Harrison
Office Manager



Kelly Hadley
Publishing &
Communications
Manager



Katy Chenoweth
Editor
(to April 2021)



Sarah Campbell
Editor
(from June 2021)



Emma Carter
Conference Facilities
& Office
Administrator



Debbie Gillespie
Senior Management
Assistant

OCIMF MILESTONES



1970

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



1971

OCIMF was granted consultative status at the IMO



2004

Launch of Tanker Management and Self Assessment (TMSA)



2004

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



1975

First OCIM guideline published: Ship to Ship Transfer Guide



2000

SIRE Inspector Training and Accreditation programme released

SIRE QMS receives ISO certification



1990

OPA Double Hulls

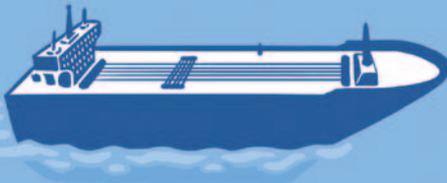
1993

Ship Inspection Report Programme (SIRE) launched



2010

Launch of Offshore Vessel Inspection Database (OVID)

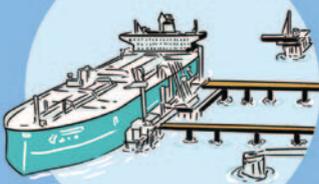


Future

- GHG reduction
- New fuels
- Human Factors

2011

Marine Terminal Information System launched (MTIS)

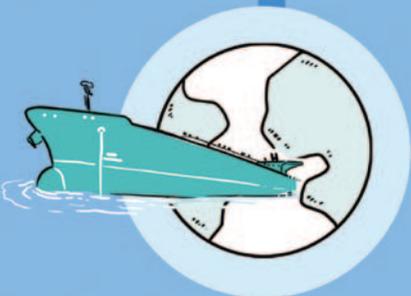


2020

Sixth edition of International Safety Guide for Oil Tankers and Terminals (ISGOTT6) published

2016

Global Inland and Coastal Barging Focus Group (GICBFG) formed



2019

Strategy review

2016

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



Fourth Edition
 i. Human Factors
 ii. Snapback
 iii. HMSF

2018

Fourth edition of Mooring Equipment Guidelines (MEG4) published



OCIMF in numbers

52

YEARS OF OCIMF
1970-2022

3

PRINCIPAL
COMMITTEES



15

FUNCTIONAL
COMMITTEES AND
EXPERT GROUPS



20,843  FOLLOWERS

2,736 NEWSLETTER SUBSCRIBERS 

110 MEMBERS IN
45 COUNTRIES



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

INFORMATION PAPERS 49 

BOOKS 31 

SHIPS INSPECTED 

9,428

22,693
REPORTS UPLOADED

165,336
REPORTS DOWNLOADED

BARGES INSPECTED 

7,576

8,963
REPORTS UPLOADED

38,901
REPORTS DOWNLOADED

OFFSHORE VESSELS INSPECTED 

2,731

2,864
REPORTS UPLOADED

1,852
REPORTS DOWNLOADED

349  **OID INSPECTORS**

SHIPS 501 (CAT 1) **BARGES 132** (CAT 3)  **SIRE INSPECTORS**

OVID STATISTICS

| | TOTAL |
|--|-------|
| VESSLS REGISTERED AT END OF 2021 | 8,459 |
| VESSLS REGISTERED IN 2021 | 448 |
| NUMBER OF INSPECTIONS | 2,864 |
| NUMBER OF VESSELS INSPECTED | 2,731 |
| INSPECTIONS PURCHASED (DISTINCT INSPECTIONS PURCHASED) | 1,371 |
| INSPECTIONS PURCHASED (TOTAL PURCHASES) | 1,852 |
| OPERATORS REGISTERED IN OVID AT END OF 2021 | 1,524 |
| NUMBER OF OPERATORS REGISTERED IN OVID | 115 |
| OVMSAS PUBLISHED IN 2021 | 966 |
| OVMSAS PUBLISHED IN 2021 | 395 |

SIRE STATISTICS

| | SHIPS (CAT 1) | BARGES (CAT 3) | TOTAL |
|--|---------------|----------------|---------|
| TOTAL VESSELS REGISTERED AT END OF 2020 | 3,673 | 4,009 | 7,682 |
| VESSLS REGISTERED | 477 | 514 | 991 |
| NUMBER OF INSPECTIONS | 22,693 | 8,963 | 31,656 |
| NUMBER OF VESSELS INSPECTED | 9,428 | 7,576 | 17,004 |
| INSPECTIONS PURCHASED (DISTINCT INSPECTIONS PURCHASED) | 30,525 | 11,752 | 42,277 |
| INSPECTIONS PURCHASED (TOTAL PURCHASES) | 165,336 | 38,901 | 204,237 |
| TOTAL OPERATORS REGISTERED END OF 2021 | | | 2,014 |
| NUMBER OF OPERATORS REGISTERED IN SIRE | | | 222 |
| TOTAL TMSAS PUBLISHED AT END 2021 | | | 1,188 |
| TMSAS PUBLISHED IN 2021 | | | 1,380 |

MTIS BERTHS REGISTERED **184** 

MTIS TERMINALS REGISTERED **104** 

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 2021.

2021 activity

ExCom 87 was held virtually over two days due to the restrictions of the global pandemic.

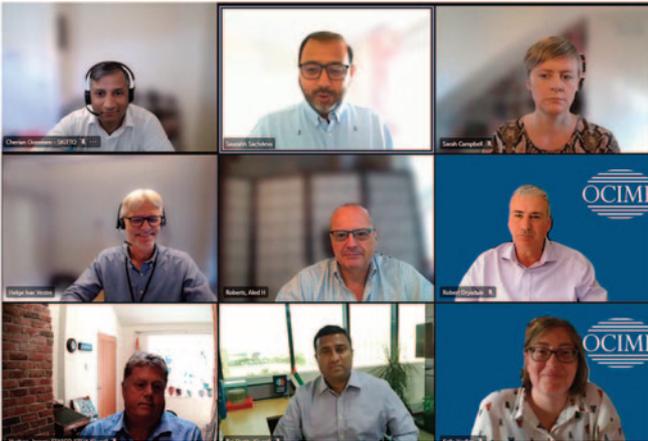
The committee heard updates on the approved strategic projects and approved a new Terms of Reference for the committee. Changes to the programme submitting company criteria were also approved as were the Security Plan and Environment Plan. The committee was updated on the progress of the SIRE 2.0 project and approved ongoing budget to commence trialling on board vessels.

COVID-19 impacts were discussed, including the ongoing situation of staff working from home, remote inspection performance, and development and roll-out of remote inspector training.

ExCom 88 was scheduled as a hybrid meeting and was held in London with four ExCom members attending in person and eight joining remotely due to travel restrictions. The 2020 statutory accounts reports, 2021 end of year budget forecast, and the 2022 budget were discussed and approved. An update was given covering work being carried out under the Environment Plan, including a summary of our recent attendance at the COP26 Shipping Event.

| Chair | Members represented | Meetings in 2021 |
|-------------------------------|--|--|
| Mark Ross (Chevron) | BP Chevron ConocoPhillips ENOC Equinor IMT Marathon Petrobras PIMA Saudi Aramco Shell TotalEnergies | ExCom 87 9-10 June Virtual |
| Vice Chairs | | ExCom 88 1 December Hybrid |
| Luc Gillet (Total) | | |
| Nick Potter (Shell) | | |

Publications & Advocacy Tankers, Barges and Terminal Interfaces Committee



Advocacy: a new definition was endorsed by ExCom, which was further approved by the P&A Committees. The aim is to look strategically at the risks and ensure that the barriers provide adequate assurance to prevent any incidents or where any trends are identified through incident data or programmes inspections, a pro-active approach can be taken.

A plan for communications included a greater international focus, increased social media engagement, a focus on sustainability as well as safety, and developing positions on important issues to be shared with ExCom at its meetings.

The committee recognised the work OCIMF has done to support seafarers, who have been at the forefront of maintaining global trade despite travel restrictions and extended periods onboard ships due to differing quarantine regimes. We also backed the call at the IMO to support seafarers and grant them key worker status.

Purpose

The Publications & 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.

2021 activity

In 2021, amid the ongoing COVID pandemic, OCIMF's P&A TBT Committee rolled out the new risk advisory process, new communities of practice phase 1, and held meetings under the new structure.

Publications: For the first time, a structured five-year publications portfolio plan was approved and expert groups began work on the first round of reviews. A swathe of old or superseded publications were withdrawn, while working groups were approved to work on ISGINTT2 and on new guidance on the use of drugs and alcohol onboard ships. Four information papers were published in 2021: *Guidelines for Transiting the Turkish Straits*, *Guidelines for the Handling, Storage, Use, Maintenance and Testing of STS Hoses*, *Guidance for the Employment of Private Maritime Security Companies* and *Human Factors: Management and Self Assessment*.

Chair

Aled Roberts
(BP)

Vice Chairs

John DeRose
(Excelerate Energy)

Raj Shetty
(ENOC)

Secretary

Dave Wall
(OCIMF P&A Director)
(until March)

Saurabh Sachdeva
(OCIMF P&A Director)
(from April)

Members represented

ADNOC
Aker BP
Ampol
BP
Cheniere
Chevron
ENI
ENOC
Equinor
Excelerate Energy
ExxonMobil
Marathon
Petroleum
MMS
Neste
NLNG
Pan American
Energy
Petrobras
P66
Saudi Aramco
Shell
TotalEnergies
Viva Energy
YPF

Meetings in 2021

01B
3 February

02
17–18 March

02A
10 August

03
15–16 September

Publications & Advocacy Offshore Committee



Purpose

The Publications & 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.

2021 activity

In 2021, OCIMF rolled out the new risk advisory process, new communities of practice phase 1, and held meetings under the new structure. The Offshore expert groups contributed to the development of bow ties related to offshore operations to ensure a clear focus on risks and barriers. We also welcomed a new Offshore Adviser, Graham Coles, in September.

Publications: approved OCIMF’s publications portfolio plan and agreed a timetable for reviews to take place in 2022 and delivered new and updated publications in 2021.

Advocacy: ExCom agreed the new definition of advocacy and the committee approved a submission paper to the IMO regarding recommendations following investigation into the Jascon 4 incident.

Chair

Andrew Bush
(ExxonMobil)
(until September)

Don Davies
(Chevron)
(from September)

Vice Chair

Don Davies
(Chevron)
(until September)

Matthieu Bougeant
(TotalEnergies)

Ash Haq
(Suncor)
(from September)

Secretary

Dave Wall
(OCIMF P&A Director)
(until March)

Saurabh Sachdeva
(OCIMF P&A Director)
(from April)

Members represented

BP
Chevron
Chrysaor
Equinor
Exxcelerate Energy
ExxonMobil
IOGP
Petrobras
Saudi Aramco
Shell
Suncor
TotalEnergies
Woodside Energy

Meetings in 2021

02
24-25 March

02A
18 May

02B
3 August

03
22-23 September

Finance, Audit and Risk Committee

Purpose

The Finance, Audit and Risk Committee is a sub-committee of ExCom. The sub-committee supports ExCom by providing oversight of OCIMF finances, including the annual audit and budgets. The sub-committee also provides expertise and oversight of OCIMF business risks.

2021 activity

The Finance, Audit and Risk Committee was instigated in 2021 and met virtually on six occasions during the year. It undertook the following work:

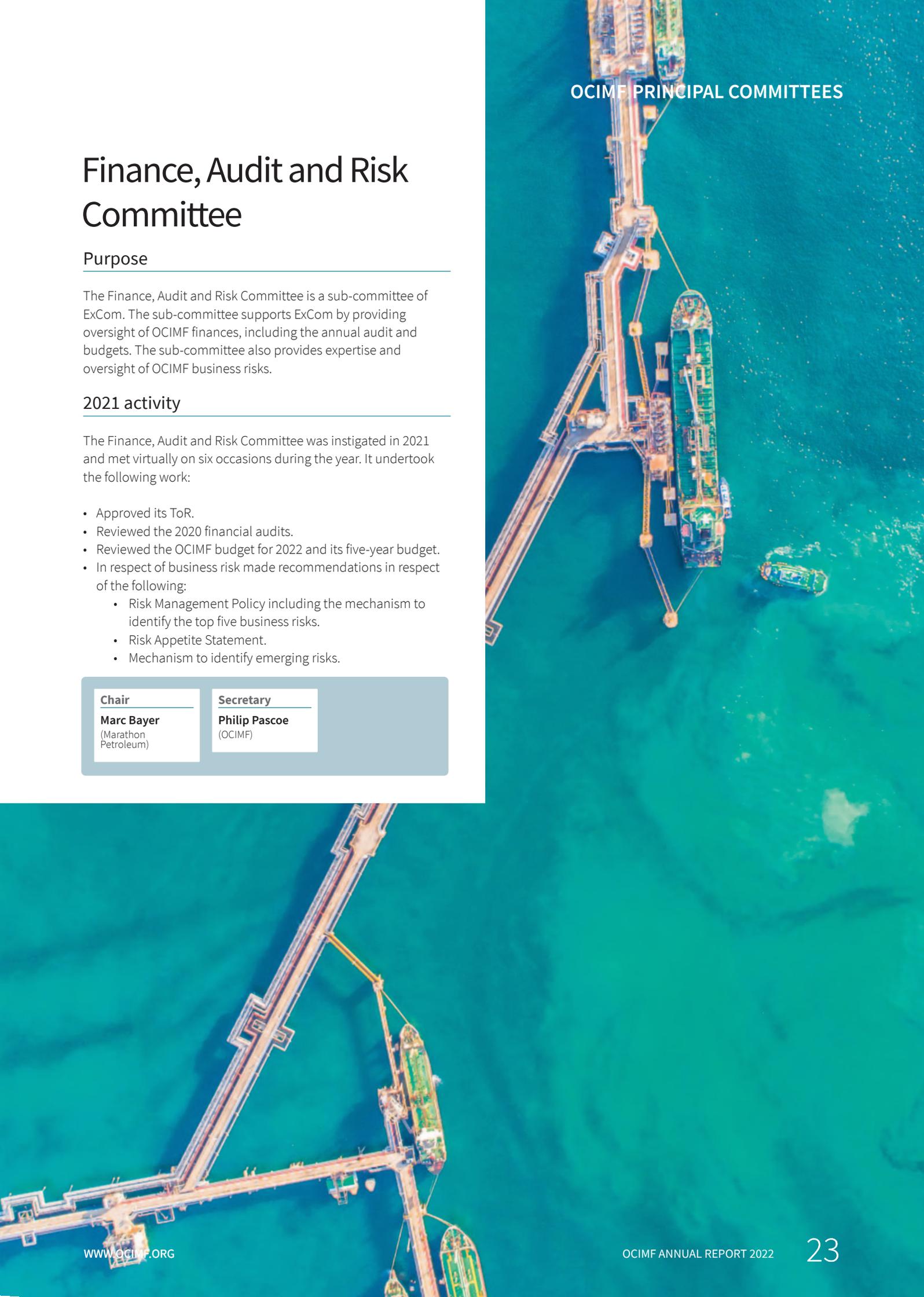
- Approved its ToR.
- Reviewed the 2020 financial audits.
- Reviewed the OCIMF budget for 2022 and its five-year budget.
- In respect of business risk made recommendations in respect of the following:
 - Risk Management Policy including the mechanism to identify the top five business risks.
 - Risk Appetite Statement.
 - Mechanism to identify emerging risks.

Chair

Marc Bayer
(Marathon Petroleum)

Secretary

Philip Pascoe
(OCIMF)



Programmes Committee



Purpose

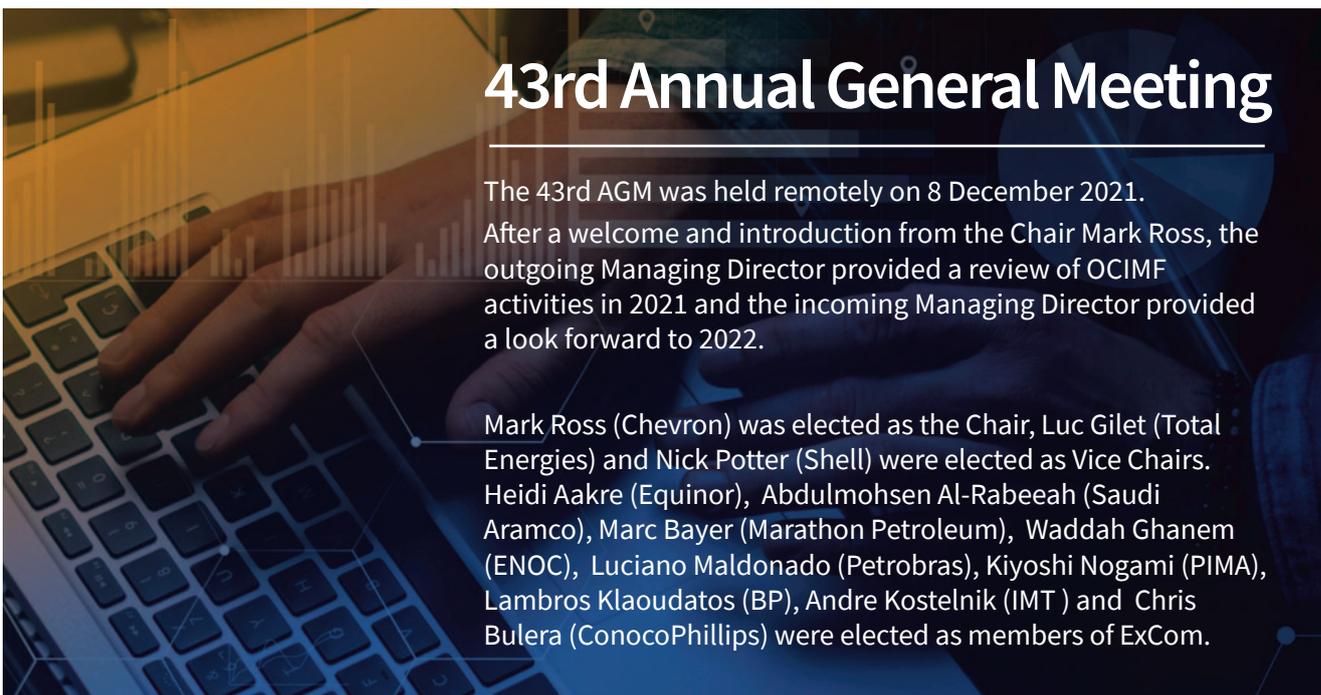
The Programmes Committee provides leadership and oversight in the development, operation and maintenance of inspection and management self-assessment programmes for promoting best practices and regulatory compliance. The Programmes Committee also oversees the provision of expertise in IT and cyber risk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

2021 activity

In 2021, the Programmes Committee established the Programmes Expert Groups and appointed sponsors, implemented phase 2 of COVID 19 the remote inspection project, successfully transitioned EBIS inspection regime to SIRE, published new requirements for Submitting Companies, implemented the Quality Assessor function, published guidance on audio or visual recordings during an OCIMF programme inspection process. The committee agreed to initiate the process of bringing third party inspection companies under the OCIMF programmes governance regime, develop a refreshed strategy and roadmap for the OCIMF Marine Terminal Information System (MTIS), implement new Programmes Participants Engagement Groups, and enhance the OCIMF Port State Control (PSC) repository to further centralise PSC data for marine assurance purposes.

| | | |
|--|---|--|
| <p>Chair</p> <p>Ed Barsingerhorn (Shell)</p> <p>Vice Chairs</p> <p>Dave Ingels (P66)</p> <p>Javed Bhombal (IMT)</p> <p>Secretary</p> <p>Sam Megwa (OCIMF Programmes Director)</p> | <p>Members represented</p> <p>Ampol BASF BP Chevron ENI ENOC Equinor Excellerate Energy IMT Neste NLNG Marathon Petroleum PIMA P66 Repsol Saudi Aramco Shell TotalEnergies</p> | <p>Meetings in 2021</p> <p>30–31 March</p> <p>29–30 September</p> |
|--|---|--|



43rd Annual General Meeting

The 43rd AGM was held remotely on 8 December 2021. After a welcome and introduction from the Chair Mark Ross, the outgoing Managing Director provided a review of OCIMF activities in 2021 and the incoming Managing Director provided a look forward to 2022.

Mark Ross (Chevron) was elected as the Chair, Luc Gilet (Total Energies) and Nick Potter (Shell) were elected as Vice Chairs. Heidi Aakre (Equinor), Abdulmohsen Al-Rabeeah (Saudi Aramco), Marc Bayer (Marathon Petroleum), Waddah Ghanem (ENOC), Luciano Maldonado (Petrobras), Kiyoshi Nogami (PIMA), Lambros Klaoudatos (BP), Andre Kostelnik (IMT) and Chris Bulera (ConocoPhillips) were elected as members of ExCom.



Human Factors Committee



Purpose

The Human Factors Committee (HFC) provides subject matter expertise in human factors to the Forum. It focusses primarily on preventing harm to people and the environment by developing and implementing OCIMF’s human factors approach across its publications and programmes.

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

2021 activity

HFC spearheaded integration of human factors across publications and programmes, juggling multiple workstreams with a high level of engagement from HFC member representatives.

Following publication of *The OCIMF Human Factors Approach*, the committee finalised the *Human Factors Management and Self*

Assessment information paper published in September 2021 that provides a framework to integrate human factors into management systems.

HFC contributed to various work-streams in the SIRE 2.0 Programme, including development of the Human Response Tool, non-technical human factors training for inspectors and briefing for various stakeholders on the topic.

Following a casualty investigation analysis from IMO’s GISIS database, a proposal has been made at IMO MSC for a new output to amend casualty investigation code and to mandate root cause investigation.

In terms of external collaborations, a joint OCIMF-INTERTANKO working group has been established to develop best practice guidance on incident investigations and the committee is also collaborating with the World Maritime University, Sweden, towards the SafeMode project with an aim to promote organisational culture models as well as to promote human-centred design in enhancing performance influencing conditions.

| | | |
|--|--|--|
| <p>Chair</p> <p>Terry Luke (Chevron)</p> <p>Vice Chairs</p> <p>Victoria Norris (BP)</p> <p>Laurent Routisseau (Total)</p> <p>Secretary</p> <p>Sanchay Srivastava (Nautical Adviser)</p> | <p>Members represented</p> <p>BP Chevron ENOC ENI Equinor ExxonMobil Neste NLNG OMV Shell Total</p> | <p>Meetings in 2021</p> <p>02 March Virtual</p> <p>03 September Virtual</p> |
|--|--|--|



Legal Committee

Purpose

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

2021 activity

The Legal Committee carried out the following in 2020:

- Discussed OCIMF intellectual property protection.
- Provided support to OCIMF Programmes including:
 - SIRE 2.0.
 - Inspector governance.
 - Introduction of an Inspector and Quality Assessor physical fitness assessment/best practice guidance.
 - VIP project including question set review, hardware observation tool.
- Reviewed OCIMF publications.
- Supported IMO and IOPC Funds issues.
- Supported OCIMF Strategy review.

| Chair | Members represented | Meetings in 2021 |
|---------------------------------|--|--------------------------------|
| Miguel Quinones (IMT) | BP Chevron Equinor ENOC IMT Total Phillips 66 PIMA Saudi Aramco Shell | 03 23 March |
| Vice Chairs | | 04 21 October |
| Karen Heslop (Shell) | | |
| Robert Melvin (BP) | | |



Maritime Security Committee

Purpose

The Maritime Security 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 organisation's 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.

2021 activity

The maritime security challenges faced in 2021 were diverse. From the placement of limpet mines on hulls to attack by unmanned aerial systems to kidnap and ransom, mariners were faced with an unprecedented tapestry of complex threats.

Activity in the Middle East was carefully monitored in close cooperation with UKMTO Dubai, the Combined Maritime Forces (CMF) and the International Maritime Security Construct (IMSC), who actively supported industry with timely threat information. Threats in the Gulf of Guinea (GoG) were of highest concern to members, who were pleased to see the Nigerian Deep Blue Project inaugurated in June, followed in July by the first of many Gulf of Guinea Maritime Collaboration Forum (GoG-MCF/SHADE) meetings. Establishing these initiatives was a crucial step in consolidating effort to counter the piracy threat. OCIMF worked closely with industry partners and Nigerian officials on issues to strengthen protection in the GoG, building a strategy to guide direction. While the inter-monsoon seasons did not have the same level of attacks experienced in previous years, the GoG remains an area of considerable risk.

Despite virtual working, OCIMF maintained a high level of engagement at regional and international forums and our contribution to the UN Contact Group for Piracy off the Coast of Somalia and the G7++ Friends of the Gulf of Guinea was welcomed. The year ended with OCIMF's seconded Maritime Security Liaison Officer to UKMTO Dubai being awarded the UK's Merchant Navy Medal, giving great recognition to the organisation's contribution to maritime security and the safety of seafarers.

| | | |
|---|---|---|
| <p>Chair</p> <p>Gonzalo Mera Truffini (YPF) <i>Replaced in Dec 2021 by</i> Jose Parejo (CEPSA)</p> <p>Vice Chairs</p> <p>Jose Parejo (CEPSA) <i>Replaced in Dec 2021 by</i> Sarah Thompson (Chevron)</p> <p>Hemant Berry (Ampol)</p> <p>Secretary</p> <p>Russell Pegg (OCIMF Security Adviser)</p> | <p>Members represented</p> <p>Ampol BP Cheriere Energy Chevron CEPSA Equinor Excelerate Energy IMT Neste Corporation Nigeria LNG Petrobras Phillips 66 Shell TotalEnergies Woodside Energy YPF</p> | <p>Meetings in 2021</p> <p>MSC 01.D 26 January Virtual</p> <p>MSC 02 4 March Virtual</p> <p>MSC 02.A 9 June Virtual</p> <p>MSC 03 2 September Virtual</p> <p>MSC 03.A 9 December Virtual</p> |
|---|---|---|

Environment Committee



Purpose

The Environment 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 EC 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.

2021 activity

Key activities included:

- Receiving intercessional approval of the committee plan by the Executive Committee that addresses actions across publications, advocacy, programmes and membership collaborations arranged in short-term, medium-term and long-term time horizons.
- Completing review of aged publication(s) related to high priority areas and recommended withdrawal of aged publication(s).
- Providing input to the review of the Vessel Inspection Programme (VIP) Project on high priority environmental barriers relating to greenhouse gas and air emissions and addressing significant gaps in onboard vessel inspection regime.

- Reviewing the scope of IMO reports and upcoming work programme and determining its value to the committee and wider membership focussed on high priority areas.
- Reviewing Priority Matrix and Bow Tie as part of the Strategy Implementation in collaboration with Engineering Expert Group and focus on high priority areas – greenhouse gas emissions and air pollution.

| Chair | Members represented | Meetings in 2020 |
|-----------------------------------|--|---|
| Sebastian Roche (Total) | ADNOC BP Chevron Equinor IMT Neste PIMA Phillips 66 Saudi Aramco Shell Total Woodside WSF YPF | 02 2 March Virtual |
| Vice Chair | | 02.A 1 July Virtual |
| Holly Thomas (Woodside) | | 03 1 September Virtual |
| | | 03.A 1 December Virtual |



Environment

A major achievement in 2021 was the approval of OCIMF’s new Environment Plan. It outlines the OCIMF approach to managing one of the most important issues of our time, with the sole aim to enhance environmental performance in the maritime sector, while maintaining a focus on related safety for our members and stakeholders. We will achieve our objectives by providing consistent guidelines and recommendations to our members and industry, engaging with others as new technologies and alternative fuels are developed, and effectively mitigating risk. As is tradition at OCIMF, it also allows us to aspire to go above and beyond where it is practical and safe to do so.

The Environment Plan was based on a three-step approach including members’ survey and consultations, virtual stakeholder workshop and development of the plan approved by the Executive Committee.

The purpose of this plan is to document the key objectives and actions for the environmental committee, to address key environmental risks, in advance of an overall Strategic Implementation Plan and to guide the efforts of the group while transitioning from the old to new ways of working.

The scope of this plan:

- spans across all operational activities of tankers, barges, offshore vessels, and their interfaces with terminals
- covers the four strategic priorities of publications, advocacy, programmes, and membership collaboration
- includes short, medium, and long-term key actions in line with findings from the stakeholder white paper that summarises wider member feedback regarding key environmental risks.

We will achieve our objectives by providing consistent guidelines and recommendations to our members and industry, engaging with others as new technologies and alternative fuels are developed.



The objective of this plan is to ensure our work is properly prioritised around our highest environmental risks, namely greenhouse gas emissions and air pollution, in accordance with the strategy. Key activities included:

Publications

- Reviewed aged publication(s) related to high priority areas and recommended withdrawal of aged publications.
- Considered any obvious gaps or opportunities to develop new publications for programmes and/or advocacy.

Programmes

- Provided input to review of Vessel Inspection Programme (VIP) Project on high priority environmental barriers relating to high priority areas and addressed significant gaps in onboard vessel inspection regime.
- Considered any obvious gaps and opportunities to develop new questions in the future based on member internal assurance processes.

Advocacy

- Reviewed scope of IMO reports and upcoming work programme and determine value to the members of committee and wider membership focussed on high priority areas.

- Investigated a high priority item related to Volatile Organic Compounds (VOCs) that potentially impacts OCIMF programmes and publications as well as member operations.

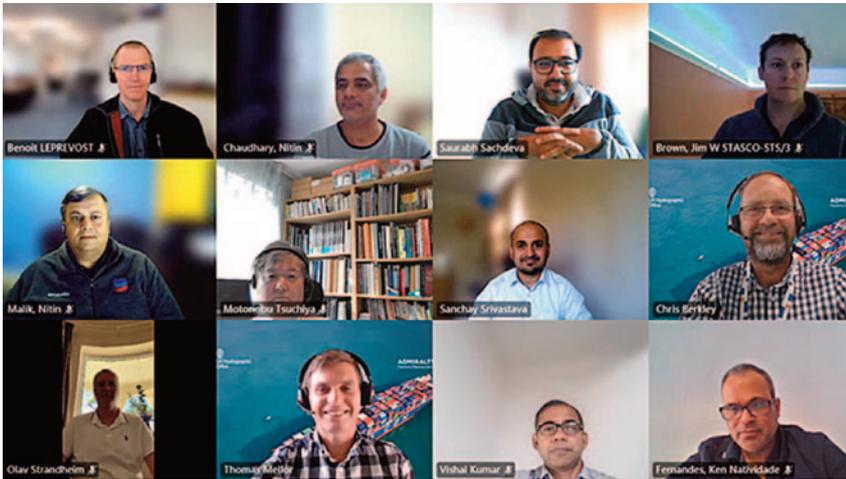
Membership collaboration

- Supported OCIMF involvement in industry work in Together in Safety Working Group on Safety of Future Fuels including presentation at Maritime Air Pollution Conference (October 2021).
- Supported OCIMF involvement in industry work on DNV Stakeholder Engagement – Tanker Emission Control Technical Assessment.

Other notable events rounding out the year

- OCIMF co-sponsored a shipping conference hosted by the International Chamber of Shipping (ICS) in Glasgow. The event coincided with the UN Climate Change Conference, COP26.
- OCIMF participated in annual Tripartite Shipbuilding Forum hosted by the China Classification Society. This year’s agenda was clearly focused on decarbonisation in the wake of COP26 and in the run-up to the IMO’s Marine Environment Protection Committee meeting 77.
- OCIMF joined the European Sustainable Shipping Forum Sub-Group on Sustainable Alternative Power for Shipping.

Nautical Expert Group



Purpose

The Nautical Expert Group provides nautical expertise to the two Publication and 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.
- The Nautical Expert Group facilitates and coordinates a Nautical Community of Practice.

Reports to: P&A TBT Committee

2021 activity

The Nautical Expert Group convened under the new OCIMF committee structure and has since completed all outstanding work activities under the previous structure.

Guidelines for Transiting the Turkish Straits was published in March 2021.

A cross-functional workshop on mooring safety and human-centred design led by members of Nautical Expert Group and Human Factors Functional Committee was held in December with broad

participation from barges, offshore, engineering and structures expert groups.

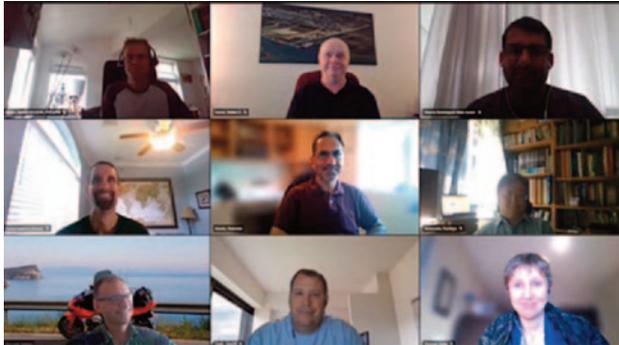
Illustrative examples of human-centred design and improvement in mooring arrangement layout were shared that minimise exposure to crew and substantially reduce snap back zones, in addition to sharing alternative mooring concepts being trialled in the industry.

A joint industry video is being developed to further promote mooring safety: “The Missing Link” in coordination with Port of Rotterdam, IACS, NI, Harbour Masters’ Association, due to be released soon.

In terms of advocacy, the Nautical Expert Group provided inputs to develop OCIMF’s positions and proposals at IMO MSC following publication of recommendations on voyage data records and ECDIS.

| Lead | Meetings in 2021 | Members represented |
|--|------------------------------|--|
| Nitin Malik (Chevron) | 01 January Virtual | Chevron CEPSA ENOC Eni Equinor INEOS IMT (Exxon) OLT Offshore Petrobras Petrovietnam Shell Total Viva Energy |
| Co-Leads | 02 May Virtual | |
| Ken Fernandes (CEPSA) Ola Olubowale (Viva Energy) | 03 July Virtual | |
| Secretary | 04 October Virtual | |
| Sanchay Srivastava (OCIMF Nautical Adviser) | | |

Structures Expert Group



2021 activity

- Completing discussion of environmental collaboration opportunities arising from OCIMF environmental plan as well as bow tie gaps and opportunities work.
- Joining additional external industry working groups of BSI, PIANC and SIGTTO.

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

Purpose

The Structures Expert Group provides subject matter expertise in naval architecture and civil engineering to the Publications and 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 Communities of Practice:

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

Lead

Rabinder Manku
(BP)

Secretary

Ricardo Martinez
(OCIMF)

Members represented

BP
Chevron
Eni
Excelerate Energy
ExxonMobil
Petrobras
Shell
Total

Meetings in 2021

01
27 January
Virtual

02
29 April
Virtual

03
20 July
Virtual

04
20 October
Virtual



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 Publications and 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 Community of Practice (CoP).

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

2021 activity

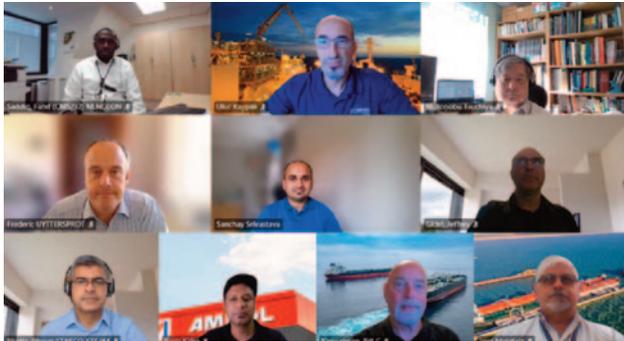
- Providing input to a review of the Vessel Inspection Programme (VIP) Project on high priority environmental barriers relating to greenhouse gas and air emissions and addressing significant gaps in onboard vessel inspection regime.
- Reviewing scope of IMO reports and upcoming work programme

and determining value to the members of the committee and wider membership focussed on high priority areas.

- Reviewing the Priority Matrix and bow ties as part of the Strategy Implementation in collaboration with EC and focus on high priority areas – greenhouse gas emissions and air pollution.
- Supporting OCIMF involvement in industry work in Together in Safety Working Group on Safety of Future Fuels including presentation at Maritime Air Pollution Conference.
- Supporting OCIMF involvement in industry work on DNV Stakeholder Engagement – Tanker Emission Control Technical Assessment.

| Lead | Members represented | Meetings in 2021 |
|------------------------------------|---|---|
| Gajendra Verma (Chevron) | Chevron Equinor Eni ExxonMobil Phillips 66 Shell Sonangol USA Total Woodside YPF | 01 4 February Virtual |
| Secretary | | 02 20 April Virtual |
| Ricardo Martinez (OCIMF) | | 03 27 July Virtual |
| | | 04 26 October Virtual |

Ship-to-Ship Interfaces Expert Group



Purpose

The Ship-to-Ship Interfaces Expert Group (STS Expert Group) provides subject matter expertise in Ship-to-Ship (STS) transfer operations to the Publication and Advocacy Committee for Tankers, Barges and Terminal Interfaces. 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 Committee**

2021 activity

The STS Expert Group convened under the new OCIMF committee structure and has since completed all outstanding work activities under the previous structure.

Guidelines for the Handling, Storage, Use, Maintenance and Testing of STS Hoses was published in May 2021.

An information paper on mooring load analysis during STS operations under varying environmental conditions has been finalised awaiting publication. The paper aims to provide baseline guidance that can then be used for more accurate assessment of mooring line loads anticipated during a scheduled STS operation, therefore increasing awareness of associated risk and limiting environmental thresholds for safe operations. This would benefit all those involved in STS operations, including STS Mooring Masters, Ship Masters, Officers, crew and vessels' technical operators/owners.

The group reviewed risks associated with STS operations and aims to identify focus areas based on a risk analysis using recently developed bow ties.

Going forward, the group plans to focus on external collaborations with regional STS forums with an aim to share challenges being encountered and engage further to promote shared learning.

| Lead | Members represented | Meetings in 2021 |
|--------------------------------------|--|--------------------------------|
| Patricia Clark (Aramco) | ADNOC Ampol Chevron Eni Equinor Excelerate Energy IMT (ExxonMobil) Nigeria LNG OLT Offshore Toscana Petrobras Petrovietnam Phillips 66 Saudi Aramco Shell Total Viva Energy YPF | 01 19 January |
| Co-Leads | | 02 5 May |
| Hemant Berry (Ampol) | | 03 7 July |
| Calum Love (Shell) | | 04 14 October |
| Bill Kappelman (Chevron) | | |
| Secretary | | |
| Sanchay Srivastava (OCIMF) | | |



Barges Expert Group

Purpose

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

Reports to: **P&A TBT Committee**

2021 activity

- Communities of Practice (CoPs): OCIMF Strategy Implementation Manager, Steve Alder, gave direction and explanation of the purpose of the CoPs for the Barges Expert Group, which facilitates and coordinates the following CoPs: North America, Europe, South and Central America, Africa, South-East Asia, China. These enable discussions about technical issues, barrier failures, lessons learned and potential solutions. Champions and co-champions were selected to take the lead by initiating topics and monitoring the progress in these CoPs.
- Bow Ties: A global enquiry was carried out to prioritise barge bow tie opportunities. This was completed in June. The development and use of the bow ties were explained by the Strategy Implementation Manager.
- Risk Prioritisation Matrix: The Strategy Implementation Manager introduced the risk prioritisation matrix for barges and the associated threat ranking. An explanation of how these had been generated was shared with the group. Threat rankings were created to assist in prioritising work items and identifying areas to monitor.
- Information papers: Two information papers are in progress and due to be completed in 2022.
 - South and Central America – Considerations for Converting Non-Propelled Inland and Coastal Barges to Closed Loading.
 - Europe – Effective Communications During Navigation on Inland European Waterways.
- IMO updates and issues.

Lead

Bjorn Ternoey
(Total)

Co-Lead

James Scalli
(Shell)

Secretary

Marc De Backer
(OCIMF Barges Adviser)

Members represented

BASF
BP
Braskem
CEPSA
Chevron
INEOS
Marathon Petroleum
Medco Energy
Neste
P66
Pan American Energy
Petrobras
Shell
TotalEnergies
Valero
World Fuel Services
YPF

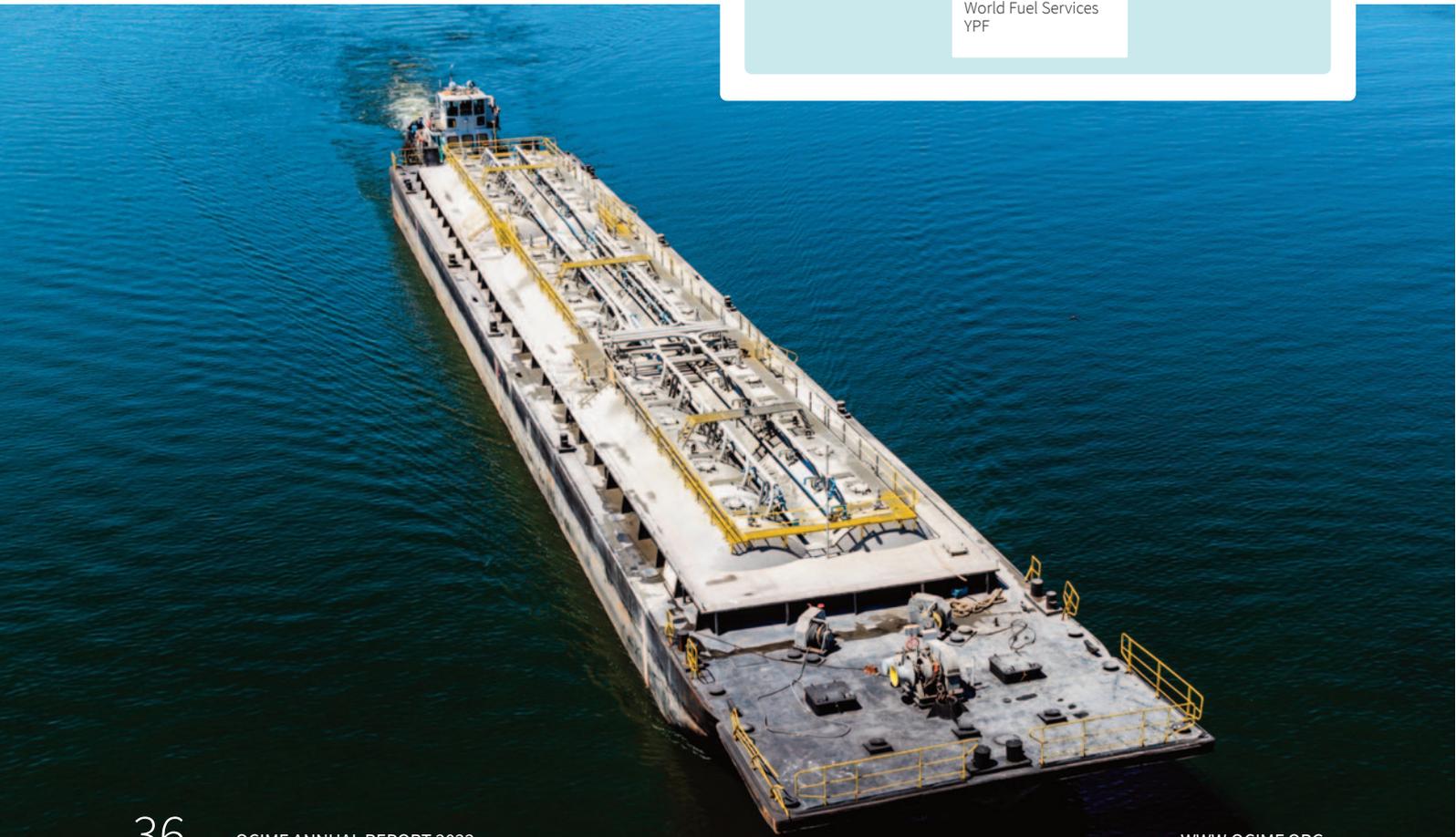
Meetings in 2021

01
January

02
April

03
July

04
October



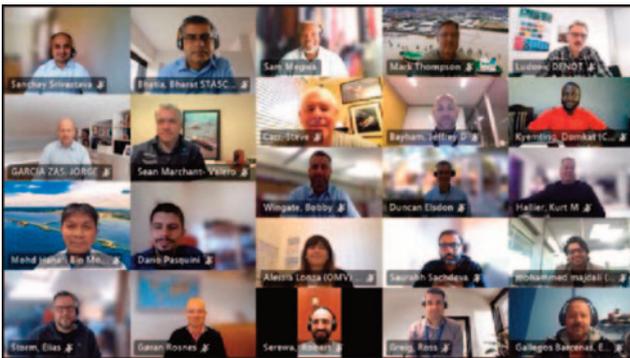
ISGINTT2 Gap Assessment Working Group

Following publication of the fully updated and revised ISGOTT 6th Edition (June 2020), work was undertaken to update the draft second edition of the sister inland tanker publication, International Safety Guide for Inland Navigation Tank-barges and Terminals (ISGINTT2). This guide, a collaboration between OCIMF and the Central Commission for the Navigation on the Rhine (CCNR), contains significant content that parallels ISGOTT, so the main purpose of the work was to undertake a gap assessment between the two documents to create an updated ISGINTT 2nd Edition, and ensure alignment on applicable industry best practices.

With the agreement of CCNR, OCIMF Secretariat took the lead and oversaw a small work group of industry experts from the OCIMF and CCNR membership who initially reviewed the two documents for areas of significant misalignment. These observations were then considered by the group and a revised ISGINTT2 prepared for publication.

With ISGINTT2 predominantly focussed on European inland tanker operations, this work is an interim phase towards a future plan for the development of a global inland tanker and terminal safety guide scheduled to commence work later in 2022/23.

Ship-to-Shore Interfaces Expert Group



new MTIS platform and trial upcoming changes prior to software releases. Subsequently, the new Marine Terminal Information Questionnaire 2.0 and Vessel Berth Comparison Tool were introduced under the MTIS programme in November 2021.

The group collaborated with the Programmes project team to develop and implement a tablet promotion strategy under the new SIRE 2.0 Programme. An information pack is under development that will be circulated to members as well as a wide variety of external terminal operators to provide information on the safe use of tablets and promote their use. The group reviewed risks associated with ship-shore interfaces and aims to identify focus areas based on a risk analysis using recently developed bow ties.

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 Committee. 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 Committee

2021 activity

The Expert Group convened under the new OCIMF committee structure and has since completed all outstanding work activities under previous structure.

The group is looking to step up use of the Marine Terminal Information System (MTIS) programme and Marine Terminal Management Self-Assessment for various terminal assurance activities. Volunteers from this group stepped forward to test the

Lead

Bharat Bhatia
(Shell)

Co-Leads

Mohammed Majdali
(Aramco)
Mohd Hanafi
(MMS)

Secretary

Sanchay Srivastava
(OCIMF)

Members represented

- Angola LNG
- Cheniere
- Chevron
- CEPSA
- ConocoPhillips
- Equinor
- Essar Oil UK
- INEOS
- IMT (ExxonMobil)
- Marquard & Bahls AG
- MISCMS, Nigeria LNG
- NuStar Energy
- OLT Offshore
- OMV
- Petrobras
- PEMEX
- Petrovietnam
- Phillips 66
- Repsol
- Saudi Aramco
- Shell
- Total
- Valero
- Viva Energy
- YPF

Meetings in 2021

- 01**
10 February
- 02**
6 May
- 03**
8 July
- 04**
6 October

Floating Systems Expert Group

Purpose

The Floating Systems Expert Group (FSEG) provides subject matter expertise to the Publication and Advocacy Offshore Committee for the operation, maintenance and management of the marine elements of offshore floating production, storage and export facilities, platforms, drill ships, semi-submersible and jack-up rigs.

Floating facilities may be permanently or non-permanently moored, located in any depth of water, and designated to handle any petroleum product, including LPG and LNG.

The Floating Systems Expert Group facilitates and manages the following Communities of Practice (CoP):

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

Reports to: **P&A TBT**

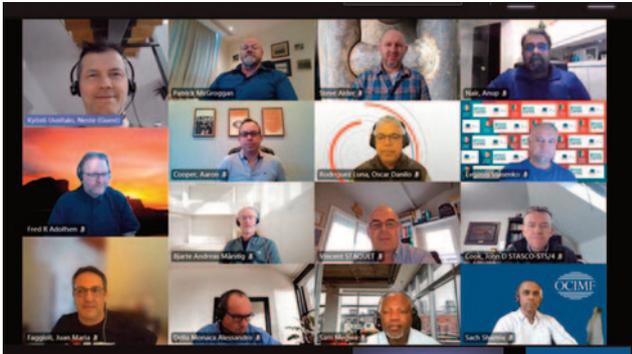
2021 activity

The group completed work on offshore operations bow ties and related risk prioritisation matrix in conjunction with OCIMF secretariat. Based on existing OCIMF publications identified for assessment, the group has also worked in conjunction with the Publications team to develop a publication review plan ready for implementation in 2022.

| Lead | Members represented | Meetings in 2021 |
|---|---|------------------------------|
| John Dunhill (Shell) | Aker BP BP Chevron ConocoPhillips ENI Equinor ExxonMobil Hess Oil Tanking OLT Offshore Petrobras Saudi Aramco Shell Suncor Total Viva Energy Woodside | FSEG01 20 January |
| Co-Lead | | FSEG02 26-27 April |
| Duncan Brown (Chevron) | | FSEG03 21-22 July |
| Secretary | | FSEG04 13 October |
| Graham Coles (OCIMF Offshore Adviser) | and invited industry guests (Bluewater, Bumi Aramada, BW Offshore, MODEC and SPM) | |



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 focuses on key areas such as inspector sponsorship, inspector training, assessment, accreditation and ongoing development, audits and assessments, policies, procedures and guidance, appeals and disciplinary matters and Quality Management System.

Reports to: **Programmes Committee**

2021 activity

- Inspector training, assessment, and accreditation**
 A schedule of 29 online courses were delivered for SIRE (Cat-1 and Cat-3) and OVID programmes. These have included refresher training for almost 300 Cat-1 inspectors, 23 Cat-3 inspectors and 137 OVID inspectors. A total of 31 SIRE Cat-1 inspectors and 43 new OVID inspectors were also trained.
- Programmes appeals and disciplinary matters**
 OCIMF members wish to ensure that accredited inspector behaviour is at all times above reproach. To support this the Quality Assurance team monitors programme participants' activity and programme statistics to identify and follow up on issues of concern to the members. To support inspectors, OCIMF rolled out an anonymised incident reporting system to SIRE and BIRE inspectors in 2021. The Ethics Point system, operated by a dedicated contractor, allows programme inspectors to report on situations affecting programmes policies and procedures, allowing better capture of data. The system was used to capture 13 events in six months of operation in 2021.

- Programmes audits and assessments**
 OCIMF suspended inspector routine audits in response to the global pandemic to minimise potential exposure opportunities. In place of audited inspections OCIMF Quality Assurance group has continued carrying out desktop inspector performance reviews. These reviews compare inspector activity within the programme and provide guidance to inspectors for improvement of individual inspector performance. 112 inspector performance reviews were completed in the course of 2021. Audited inspections were continued in 2021 for applicant inspectors having previously completed an accreditation course before the COVID-19 pandemic, while 40 audited inspections of applicant inspectors were carried out in 2021.
- Programmes policies, procedures and guidance**
 A Programmes Document Library (PDL) is being developed to streamline programme participant access to information. Development work on the new website is ongoing to prepare the library for release in support of all programmes including SIRE 2.0.
- Programmes Quality Management System**
 OCIMF Programmes completed a remote ISO 9001 recertification audit with BSI. This audit cleared all previous non-conformities and was the first ISO audit resulting in no new findings.

| Lead | Members represented | Meetings in 2021 |
|---|---|------------------------------|
| Aaron Cooper (Chevron) | BASF BP Chevron CEPSA ENOC Eni Equinor IMT (ExxonMobil) Neste Petrobras Shell Total YPF | PGEG 01 9 February |
| Co-Leads | | PGEG 02 12 May |
| David Cudbertson (Shell) | | PGEG 03 15 July |
| Oscar Danilo Rodriguez Luna (CEPSA) | | PGEG 04 4 November |
| Secretary | | |
| Patrick McGroggan (OCIMF) | | |

Offshore Vessel Operations Expert Group

Purpose

The Offshore Vessel Operations Expert Group (OVOEG) provides subject matter expertise to Publications and Advocacy Offshore Committee on the operation and management of offshore vessels with particular emphasis on marine operations within an offshore safety exclusion zone. Certain upstream industrial missions outside the offshore safety exclusion zone may be included, except where already covered by another expert group or competency resides in organisations outside OCIMF.

The OVOEG supports in the delivery of best practices and regulatory advocacy related to marine operations on offshore vessel types, as defined within the Offshore Vessel Inspection Database.

The OVOEG facilitates and manages the following Communities of Practice (CoP):

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

2021 activity

The group met four times during 2021. It supported development of offshore operation bow ties and risk prioritisation matrices. Following casualty reports related to the ‘Jascon 4’ incident, the expert group identified a number of areas where existing best practice could be further highlighted, to prevent incident reoccurrence. The OVOEG worked closely with OCIMF Regulatory

Affairs Adviser to develop and present a paper to the IMO at the casualty analysis working group of the IMO’s Sub-Committee on Implementation of IMO Instrument (III) in July 2021. The sub-committee accepted OCIMF’s submission and appended it to the official meeting report and included it in the IMO’s ‘lessons learned’ from the incident. The IMO has also stated that, where appropriate, such flag state investigations should reference industry best practices for guidance in their recommendations. The hard work of both OVOEG members and OCIMF Regulatory Adviser, Motonobu Tsuchiya (supported by the OVOEG chair, Alex Morton and Interim Offshore Adviser, Nick Howard at the meeting), should be credited for ensuring this important paper was successful.

Reports to: P&A Offshore Committee

| | | |
|--|--|--|
| <p>Lead</p> <p>Alex Morton (Chrysaor)</p> <p>Co-Leads</p> <p>Henning Hjartholm (Equinor)</p> <p>Ahmad Hisshamuddin (MISC Maritime Services)</p> <p>Secretary</p> <p>Graham Coles (OCIMF Offshore Adviser)</p> | <p>Members represented</p> <p>BP Chevron Chrysaor ConocoPhillips ENI Equinor ExxonMobil Hess INEOS Medco E&P Natuna Petrobras Repsol Saudi Aramco Shell Suncor TotalEnergies Woodside</p> | <p>Meetings in 2021</p> <p>OVOEG01 2 February</p> <p>OVOEG02 21–22 April</p> <p>OVOEG03 26–27 July</p> <p>OVOEG04 27–28 October</p> |
|--|--|--|

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 to tankers, barges and offshore vessels, and to enable OCIMF to leverage advantaged technology in enhancing the OCIMF programmes IT systems and platforms.

2021 activity

The Innovation and Technology Expert Group held its first meeting on 3 February 2021. The group considered the OCIMF’s programmes systems architecture and Disaster Recovery (DR) documentation, initiated a gap analysis for the alignment of BIRE

and OVID IT processes with SIRE 2.0, and established a Community of Practice for OCIMF members on cyber security threats.

Reports to: Programmes Committee

| | | |
|---|--|---|
| <p>Lead</p> <p>Simone Vittori (ENI) until December 2021</p> <p>Secretary</p> <p>Aziz Benbelkacem (OCIMF Programmes Contracts Manager)</p> | <p>Members represented</p> <p>ADNOC BP Chevron ENOC ENI Equinor IMT Neste Shell TotalEnergies</p> | <p>Meetings in 2021</p> <p>3 February Virtual</p> <p>19 April Virtual</p> <p>21 July Virtual</p> <p>2 December Virtual</p> |
|---|--|---|



Inspection Processes Expert Group

Purpose

The Inspection Processes Expert Group provide subject matter expertise on inspection processes for tankers, offshore vessels and barges to the Programmes Committee. It focuses on key areas such as the inspection questionnaires and tools, the programmes databases, the management self-assessment (MSA) databases and on ensuring data quality and analysis.

2021 activity

The Expert Group held its inaugural meeting in January 2021 and has convened eight times in 2021. The expert group has worked on issues such as the full implementation of the SIRE inspection request portal, transition of EBIS inspection questionnaire and technical information to SIRE, and the revision of the HVPQ 5. The Expert Group also commenced work on the review of the OVID Inspection Questionnaire (OVIQ) 3. The development of the second version of the OCIMF Marine Terminal Particulars Questionnaire (MTPQ 2) was completed and released for production in Q4 2021.

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| <p>Lead</p> <p>Ramit Ganagopadhyay (Shell) From 1 January 2021 to 1 October 2021</p> <p>Ruchir Seth (Marathon) From 1 October 2021</p> <p>Co-lead</p> <p>Ruchir Seth (Marathon) Until 1 October 2021</p> <p>Secretary</p> <p>Ajay Gour (OCIMF Inspector Training and Accreditation Manager)</p> | <p>Members represented</p> <table border="0"> <tr> <td>ADNOC</td> <td>Equinor</td> <td>Petrovietnam</td> </tr> <tr> <td>Aker BP</td> <td>INEOS</td> <td>Phillips 66</td> </tr> <tr> <td>BASF</td> <td>Marathon</td> <td>Repsol</td> </tr> <tr> <td>BP</td> <td>MISC</td> <td>Saudi Aramco</td> </tr> <tr> <td>Braskem</td> <td>MMS</td> <td>Shell</td> </tr> <tr> <td>Cheniere</td> <td>Neste</td> <td>Total</td> </tr> <tr> <td>Chevron</td> <td>NLNG</td> <td>Viva Energy</td> </tr> <tr> <td>CEPSA</td> <td>OMV</td> <td>YPF</td> </tr> <tr> <td>ENOC</td> <td>Petrobras</td> <td></td> </tr> <tr> <td>ENI</td> <td>PIMA</td> <td></td> </tr> </table> | ADNOC | Equinor | Petrovietnam | Aker BP | INEOS | Phillips 66 | BASF | Marathon | Repsol | BP | MISC | Saudi Aramco | Braskem | MMS | Shell | Cheniere | Neste | Total | Chevron | NLNG | Viva Energy | CEPSA | OMV | YPF | ENOC | Petrobras | | ENI | PIMA | |
| ADNOC | Equinor | Petrovietnam | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Aker BP | INEOS | Phillips 66 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| BASF | Marathon | Repsol | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| BP | MISC | Saudi Aramco | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Braskem | MMS | Shell | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Cheniere | Neste | Total | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| <p>Meetings in 2021</p> <table border="0"> <tr> <td>IPEG 01 28 January</td> <td>IPEG Intersessional 01 4 March</td> </tr> <tr> <td>IPEG 02 29 April</td> <td>IPEG Intersessional 02 25 March</td> </tr> <tr> <td>IPEG 03 29 July</td> <td>IPEG Intersessional 03 4 June</td> </tr> <tr> <td>IPEG 04 3 November</td> <td>IPEG Intersessional 04 14 September</td> </tr> </table> | | IPEG 01 28 January | IPEG Intersessional 01 4 March | IPEG 02 29 April | IPEG Intersessional 02 25 March | IPEG 03 29 July | IPEG Intersessional 03 4 June | IPEG 04 3 November | IPEG Intersessional 04 14 September | | | | | | | | | | | | | | | | | | | | | | |
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| IPEG 04 3 November | IPEG Intersessional 04 14 September | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

Remote Inspections

Remote inspections were developed and delivered in 2020 as a temporary solution to address the impact that Covid-19 had on worldwide travel and consequently on ship inspections.

These inspections are conducted with the participation and support of the operators, the ship’s crew and the inspectors.

Remote inspections continue to be used as an alternative in situations where physical inspections are not possible. 2021 saw a total of 1,659 remote SIRE inspections, 139 remote BIRE inspections and 272 remote OVID inspections conducted. As a percentage of all inspections conducted in 2021, these amount to 7.3% for SIRE, 1.5% for BIRE and 9.5% for OVID inspections.





European Barge Inspection Scheme: a successful transition

On 1 January 2021, after an extensive Management of Change process, the European Barge Inspection Scheme was successfully transitioned into SIRE, creating a single barge inspection regime for Europe. The transition included the transfer of the EBIS 9 questionnaire and vessel technical information templates to SIRE, conversion training of EBIS inspectors into SIRE Category 3 inspectors, and admission of eligible EBIS submitting companies to SIRE. Some improvement actions were taken immediately after the transition to enhance efficiency.

OCIMF has since commenced the full integration of the EBIS 9 questionnaire and EBIS technical information into the OCIMF's Europe Barge Inspection Questionnaire (BIQ) and Barge Particulars Questionnaire (BPQ) respectively – with necessary improvements to enhance the value of the programme to the industry.

SIRE 2.0

OCIMF is introducing a new Ship Inspection Report Programme (SIRE) tanker inspection reporting scheme to bring the existing programme in line with the evolving needs and requirements of the marine industry. The new regime, SIRE 2.0, will supersede the existing SIRE programme when it becomes fully operational in Q4 2022.

SIRE is one of OCIMF's flagship inspection programmes. It was launched in 1993 to provide a practical tool and processes to help industry reduce incidents and accidents in line with the OCIMF mission and vision. SIRE has now governed over 180,000 inspection reports and has become a crucial risk assessment tool for the industry.

However, as the marine industry continues to evolve, its risk profile changes. This is why OCIMF has been working to upgrade and future-proof this safety-critical inspection scheme to ensure it can be adapted more readily to account for emerging risks, new technologies and updated regulations.

Digitalised tanker inspections regime

As a digitalised (instead of paper-based) inspection programme, SIRE 2.0 will provide more accurate information to enable OCIMF members and programme recipients to make judgements on the quality and likely future performance of a vessel. It takes into account the top-down safety culture of tanker shipping companies and, crucially, integrates human factors (alongside hardware and processes) as a core component of assessment across the entire inspection.

Crucially, a digitalised SIRE 2.0 inspection regime will significantly expand the quality of marine assurance data gathered during vessel inspections. This will allow for more in-depth reporting outcomes and comprehensive assessments of the quality of a vessel and its crew (on an ongoing basis). With more actionable insight, ship owners, operators and managers will be able to ensure vessels are being operated and maintained to the highest standards at all times.

Taking a risk-based approach

In what will be a marked step-change for industry, under SIRE 2.0 no two inspections will be exactly the same. Instead of a static questionnaire with yes/no answers, SIRE 2.0 inspections will be conducted in digital format, in real-time, with inspectors completing a Compiled Vessel Inspection Questionnaire (CVIQ) using a tablet device. The move to a digital solution means that every tanker inspection will be bespoke, with questions drawn from a large 'SIRE 2.0 Question Library' using an algorithm to select questions based on the type of vessel, its outfitting and operational history to create a one-time CVIQ for the SIRE Inspector to complete.

As vessel owners, operators, managers and crew, inspectors or recipients of the SIRE 2.0 inspection reports will not be able to predict the inspection questions in advance, they should be prepared to respond to all questions within the SIRE 2.0 Question Library applicable to a particular vessel. Further, almost every question will require the Inspector to give a response in relation to Hardware, Processes and Human Factors, and observations can be supported with photographs, where allowed, and documentary evidence.



This more robust regime requires adherence to best practice and regulations, and should, by extension, tangibly improve vessel safety and environmental performance.

Key outcomes for industry

SIRE 2.0, in short, brings this crucial inspection programme into line with how the industry and people work today (largely online) and will ensure that the programme itself can more readily evolve in line with the constantly changing risk profile of the marine industry.

The new reporting scheme is not just an upgrade to the existing programme; it is a complete overhaul – and its success relies on changing the mindset of all involved in how they prepare for, conduct and use the results of, SIRE 2.0 inspections. Vessel owners, operators, managers and charterers, as well as third-party vetting companies and inspectors will need to consider re-evaluating their approach to vessel inspections.

SIRE 2.0 will significantly contribute to the ability for OCIMF's membership, programme participants and industry as a whole to mitigate risk and deliver on a shared vision of a global marine industry that causes no harm to people or the environment.

Management of Change (MoC) Process

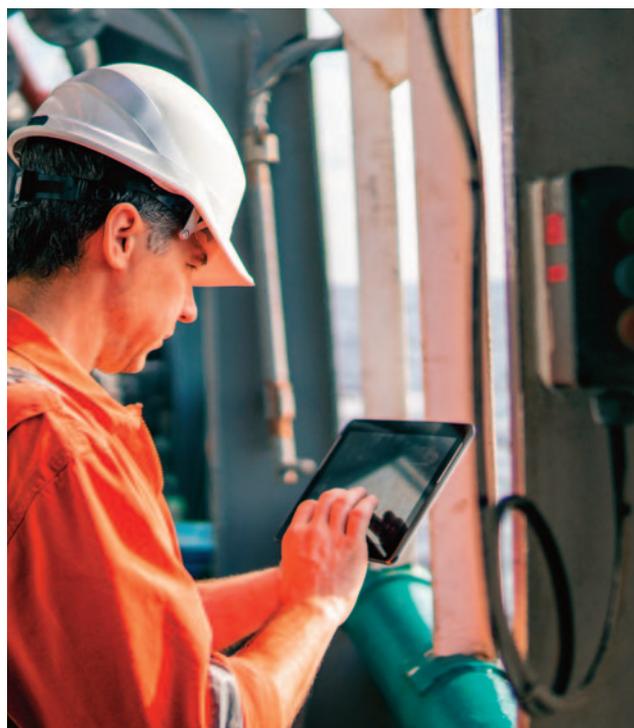
To develop SIRE 2.0, OCIMF's Vessel Inspection Project (VIP) Steering Group and Working Groups have been working closely with Members, Submitting Companies, Programmes Recipients, Inspectors, industry partners and third-party service providers for several years.

Given that SIRE 2.0 will be a significant change for industry, OCIMF has implemented a robust Management of Change (MoC) process underpinning the development of the SIRE 2.0 programme and its supporting infrastructure. The MoC process includes regular assessments of the project's progress against a wide range of 'critical factors', with rigorous review stages which ensure that, when SIRE 2.0 is launched, all parties are adequately prepared for the transition.

At a comprehensive review in February 2022, OCIMF's Executive Committee (ExCom) accepted the recommendation of the Programmes Committee to defer the official launch of SIRE 2.0 from Q2 2022 until Q4 2022. The decision to defer was made on the basis that the benefits of allowing more time for individuals and organisations to prepare for and adapt to SIRE 2.0, at this stage, outweighed the need to launch earlier in the year.

Additional training and familiarisation programmes as well as consultation stages have been included in the implementation schedule to ensure all parties are prepared for SIRE 2.0 to be made fully operational during Q4 2022.

OCIMF is very grateful for all of the support and input provided by members, programme participants and industry partners throughout the development of SIRE 2.0. OCIMF is confident that the move to this updated, enhanced and future-proof regime will tangibly improve the safety of the marine industry for decades to come.



Key amendments and additions under SIRE 2.0

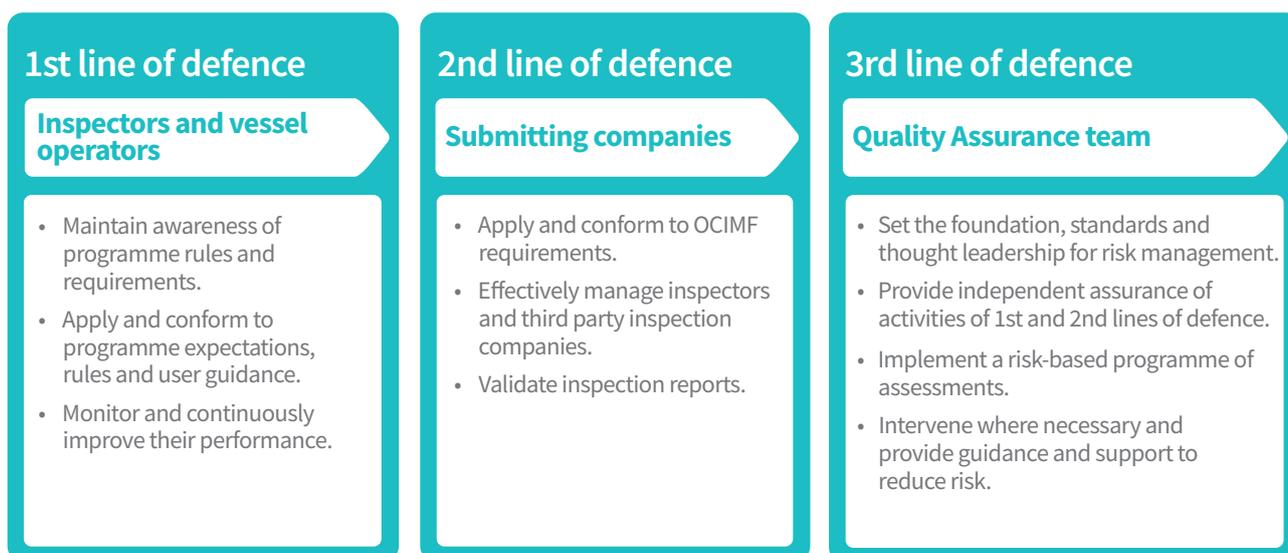
- Use of tablet devices to digitalise the inspection reporting process and expand the depth and breadth of reporting capabilities, including supporting photographs and evidence.
- Enhanced inspection criteria on equipment, procedures and human factors, to further improve control over vessel safety systems and processes.
- Significantly improved software system to deliver a risk-based, bespoke Compiled Vessel Inspection Questionnaire (CVIQ) tailored to each inspection with graded responses.
- Additional pre-inspection processes and more robust monitoring protocols on the inspection process to enhance transparency.
- Use of real-time reporting to allow inspections and feedback to be reported and documented in real-time and to allow inspections to be completed more efficiently.
- Revised and updated policies, procedures, and user guidance housed in an online process documentation library.
- Robust governance processes to provide greater transparency and control for all parties involved in the programme, either directly or indirectly.
- Significant enhancements to training and continuing development of inspectors to ensure the highest standard of delivery is maintained and improved.



Programmes Quality Assessors

OCIMF is continuously improving the accuracy, reliability and integrity of input and output from its programmes. One of the ways it does this is by regularly verifying that the quality and integrity controls are working and that critical activities are being properly managed by all programme participants. The processes used to manage quality and integrity are:

- Risk and barrier bow ties that identify threats/risks to the quality and integrity of the programmes, pinpoint critical activities and use data to analyse the health of the barriers.
- A three lines of defence model which consists of:



What is the role?

As members of the Quality Assurance Team, Quality Assessors are part of the third line of defence – providing independent assurance to the activities of the first two. They play a vital role in the implementation of OCIMF policies and procedures for inspection programmes by monitoring and reporting on their effectiveness.

The assessors will work collaboratively with all programme participants globally, including submitting companies, programme recipients, inspectors, OCIMF-approved third-party vetting contractors and other third-party contractors engaged by submitting companies. They will be responsible for the day-to-day assessment of the quality of all facets of the programmes, and for identifying areas for improvement and providing guidance as necessary.

Who are they?

Quality Assessors are recruited based on their extensive seafaring experience. They provide a diverse and balanced mix of SIRE, BIRE and OVID inspectors, vetting experts, human factors and other relevant skills.

What is the change?

Bringing inspector assessment in house will enhance quality control and ensure consistency and objectivity. The Quality Assessors will replace the existing third-party inspection auditors starting with the SIRE auditors. This will take full effect in Q1 2023. The Quality Assessors strengthen OCIMF’s in-house resource and capability for:

- Delivering inspector training.
- Reviewing programme usage – extending this to include submitting companies and third-party contractors.
- Developing and reviewing policies, procedures and guidance.
- Providing regional support to programme participants.

What will they do?

- Programme participant visits.
- Quality control of reports.
- Quality assessment of inspectors.
- Supporting inspector training.
- Review and development of programme policies, procedures, and user guidance.

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. The committees decide on technical matters, while 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 have been organised remotely (online) and addressed high-priority and urgent issues only.

Key contributions in 2021

Piracy, maritime and cybersecurity

OCIMF worked with other NGOs to develop *BMP West Africa: Best Management Practices to Deter Piracy and Enhance Maritime Security Off the Coast of West Africa including the Gulf of Guinea*, which was brought to the IMO's attention. In consultation with Member States, the industry group informed the IMO on their review of the Somali piracy High Risk Area and envisioned next steps to develop a more dynamic threat assessment process. Achieving a UN Resolution on maritime security in the Gulf of Guinea was another important headline of the year.



Casualty investigations

OCIMF submitted its observations to the IMO on the static towing operation accident. OCIMF's professional input to the discussion was appreciated by Member States and incorporated into the IMO's 'lessons learned' from the incident. The IMO also noted OCIMF's submission on its *OCIMF Safety Bulletin: Sanchi and CF Crystal Collision Incident*. In addition, OCIMF proposed mandating root cause investigation, which is currently recommendatory under the IMO's code on casualty investigation.

Voyage data recorder

To assist casualty investigations, OCIMF proposed new work to extend the minimum recording period to 30 days, regardless of the installation date. The proposal also includes using VDR data proactively for navigation assessment and audit.

ECDIS

OCIMF submitted the findings given in OCIMF's publication *Recommendations on Usage of ECDIS and Preventing Incidents* to the IMO's Sub-Committee on Navigation, Communications and Search and Rescue. The submission will be discussed at the meeting scheduled for July 2022.

Role of the human element

OCIMF joined industry initiatives on the enhanced use of the IMO's human element checklist.

COVID-19 initiatives

OCIMF co-sponsored the document calling for the adoption of an IMO Assembly Resolution on Comprehensive Action to Address Seafarers' Challenges during the COVID-19 Pandemic. Subsequently, the resolution was adopted by the 32nd meeting of the IMO Assembly.



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. A webinar was held in September to share experiences in the use of the jointly published best practice guide *Behavioural Competency Assessment and Verification for Vessel Operators*. Current work includes a study into incident reporting methodology and related aspects of safety culture, human factors and root causes.



Industry collaboration: PIANC/OCIMF

Building on the collaboration over the past years, this year the World Association for Waterborne Transport Infrastructure (PIANC) and OCIMF made great progress towards the signing of a memorandum of understanding (MoU) to formalise their long-standing working relationship.

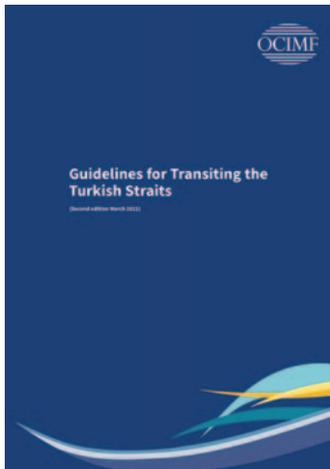
The MoU outlines the organisations' commitment to cooperate, communicate and collaborate in the area of the ship-shore interface while recognising and respecting their individual identities, membership expectations and traditions. MoU key aspects include:

- The elaboration of technical and practical expertise through participation in relevant conferences, working groups, workshops and seminars, when invited and where appropriate and practicable.
- The dissemination of information by publishing of each organisation's technical results (e.g. summaries of working group reports or papers, conclusions and recommendations of congresses, seminars and workshops).
- Joint activities on international issues of common concern (e.g. IAPH, IMO, IALA, etc.).

The value of this collaboration to both organisations, its members and the industry will be strengthened by continued collaboration in 2022 with marine structural and civil engineers joining work groups which touch on areas that help deliver OCIMF's strategy and senior representatives sitting on each other's respective committees to enhance planning of mutual/crucial work supporting safe operations at the ship-shore interface.



OCIMF publications – new in 2021

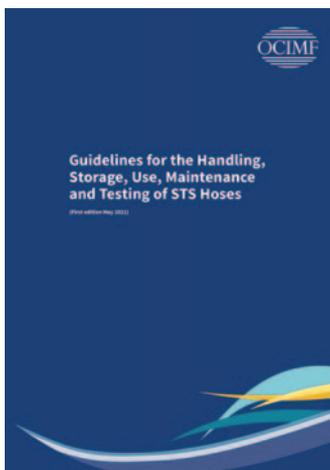


Guidelines for Transiting the Turkish Straits

The Turkish Straits present a unique navigational challenge. To help the development of company risk assessments for companies operating in this area, OCIMF has updated the Guidelines for Transiting the Turkish Straits (published in 2007) and provided additional guidance.

This information paper considers new and updated regulations and traffic systems, outlines risks of, and recommendations for, transiting the Turkish Straits to safety of navigation.

Published March 2021

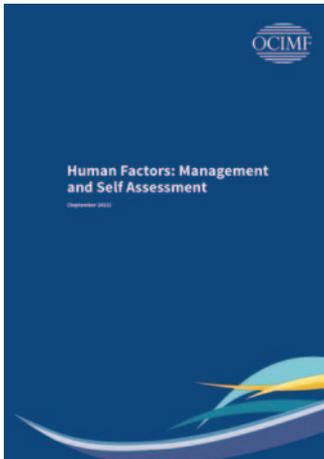


Guidelines for the Handling, Storage, Use, Maintenance and Testing of STS Hoses

OCIMF's new information paper, Guidelines for the Handling, Storage, Use, Maintenance and Testing of STS Hoses, provides guidance to STS Service Providers, Masters, and operators of ships that use hose assemblies to transfer liquid-bulk cargoes via STS and to minimise hose damage from improper handling and storing.

This information paper does not cover specific details of hose construction as doing so might hinder the introduction of improved construction methods and techniques. This information paper should be read alongside the Ship to Ship Transfer Guide for Petroleum, Chemicals and Liquefied Gases (STS Transfer Guide) and the International Safety Guide for Oil Tankers and Terminals (ISGOTT) as it aims to provide additional guidance. Duplication between publications has been avoided where possible.

Published May 2021

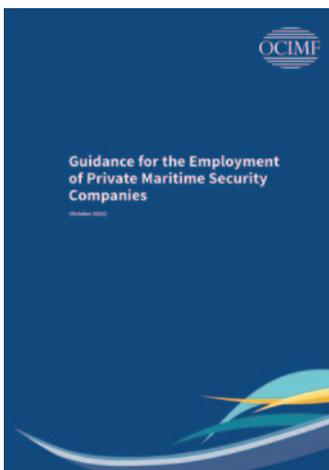


Human Factors: Management and Self Assessment

This information paper provides a framework to integrate Human Factors into management systems. The paper is intended to help companies and leadership teams address the conditions and systems that influence human actions and decisions, and so promote safety and excellence across all operations.

It has been developed under the same principles as OCIMF's TMSA 3 publication, but it is not yet integrated under the TMSA 3 umbrella. The intention is to eventually integrate a Human Factors element into our suite of Management Self Assessments and OCIMF very much welcomes feedback from users.

Published September 2021



Guidance for the Employment of Private Maritime Security Companies

While industry best management practice does not recommend the employment of Private Maritime Security Companies onboard ships, the use of experienced and competent PMSCs either onboard the vessels, where legally permitted, or on a security escort vessel, can mitigate risk.

This guidance is intended to help owners/operators with pre-selection considerations before using private maritime security services.

Published October 2021

OCIMF Books

| Title | Published | Co-author |
|--|-----------|---------------------------------------|
| Anchoring Systems and Procedures | 2010 | OCIMF |
| Barge Safety (Liquefied Cargoes in Bulk) | 1999 | OCIMF |
| BMP West Africa, First Edition | 2020 | OCIMF and other industry associations |
| BMP5: Best Management Practices to Deter Piracy and Enhance Maritime Security in the Red Sea, Gulf of Aden, Indian Ocean and Arabian Sea | 2018 | OCIMF and other industry associations |
| Cargo Guidelines for F(P)SOs, First Edition | 2018 | OCIMF |
| Competence Assurance Guidelines for F(P)SOs | 2009 | OCIMF |
| Competence Assurance Guidelines for Mooring, Loading and Lightering Masters | 2015 | OCIMF |
| Design and Construction Specification for Marine Loading Arms, Fourth Edition | 2019 | OCIMF |
| Effective Mooring, Fourth Edition | 2019 | OCIMF |
| F(P)SO poster | 2012 | OCIMF |
| Guide to Manufacturing and Purchasing Hoses for Offshore Moorings (GMPHOM) | 2009 | OCIMF |
| Guidelines for Offshore Tanker Operations, First Edition | 2018 | OCIMF |
| Guidelines for the Design, Operation and Maintenance of Multi-Buoy Moorings | 2010 | OCIMF |
| Guidelines for the Purchasing and Testing of SPM Hawsers | 2000 | OCIMF |
| International Safety Guide for Tankers and Terminals, Sixth Edition | 2020 | OCIMF/ICS/IAPH |
| ISGINTT (International Safety Guide for Inland Navigation Tank-Barges and Terminals) | 2010 | OCIMF/CCNR |
| Jetty Maintenance and Inspection Guide | 2008 | OCIMF/SIGTTO |
| Marine Terminal Management and Self Assessment (MTMSA) | 2012 | OCIMF |
| Marine Terminal Operator Competence and Guidelines (MTOCT) | 2013 | OCIMF |
| Mooring Equipment Guidelines, Fourth Edition | 2018 | OCIMF |
| Offshore Vessel Management and Self Assessment, Second Edition (OVMSA2) | 2019 | OCIMF |

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| Recommendations for Liquefied Gas Carrier Manifolds, Second Edition | 2018 | OCIMF/SIGTTO |
| Recommendations for Oil and Chemical Tanker Manifolds and Associated Equipment, First Edition | 2017 | OCIMF/CDI |
| Safe Transfer of Liquefied Gas in an Offshore Environment (STOLGOE) | 2010 | OCIMF |
| Ship to Ship Service Provider Self Assessment, Second Edition | 2020 | OCIMF |
| Ship To Ship Transfer Guidelines for Petroleum, Chemicals and Liquefied Gases | 2013 | OCIMF/CDI/ICS/SIGTTO |
| Single Point Mooring Maintenance and Operations Guide | 2015 | OCIMF |
| Tanker Management and Self Assessment, Third Edition (TMSA3) | 2017 | OCIMF |
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| USA Barge Operations: Guidelines and Best Practices for Liquid Hydrocarbon Barges and Associated Tugs | 2014 | OCIMF |

OCIMF Information Papers

| Title | Published | Co-author |
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| Behavioural Competency Assessment and Verification for Vessel Operators | 2018 | OCIMF/INTERTANKO |
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| Deck Cargo Management Onboard Offshore Vessels | 2018 | OCIMF |
| Dynamic Positioning (DP) Failure Mode Effects Analysis Assurance Framework Risk-based Guidance | 2020 | OCIMF |
| Dynamic Positioning Assurance Framework: Risk-based Guidance | 2016 | OCIMF |
| Dynamic Torsion Load Tests for Offshore Hoses: An Update to the Guide to Manufacturing and Purchasing Hoses for Offshore Moorings (GMPHOM 2009), section 3.4.10.3 | 2019 | OCIMF |
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| Guidelines for the Control of Drugs and Alcohol Onboard Ship | 1995 | OCIMF |
| Guidelines For The Development Of A PWOM | 2019 | OCIMF/ICS |
| Guidelines for the Handling, Storage, Use, Maintenance and Testing of STS Hoses | 2021 | OCIMF |
| Guidelines for transiting the Turkish Straits - 2nd edition | 2021 | OCIMF |
| Guidelines on Capabilities of Emergency Response Services | 2013 | OCIMF |
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| Guidelines On The Marine Assessment Of F(P)SOs, Second Edition | 2019 | OCIMF |
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| OCIMF Human Factors Approach, The | 2020 | OCIMF |
| OCIMF Safety Bulletin - Sanchi and CF Crystal Collision Incident | 2020 | OCIMF |
| Offshore Vessel Operations in Ice and/or Severe Sub-Zero Temperatures in Arctic and Sub-Arctic Regions | 2014 | OCIMF |
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| Volatile Organic Compound (VOC) Emissions from Cargo Systems on Oil Tankers | 2019 | OCIMF |

Publications coming soon

| Title | Due | Book or information paper |
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| International Safety Guide for Inland Navigation Tank-Barges and Terminals, Second Edition (ISGINTT2) | 2022 | Book |
| Jetty Maintenance and Inspection Guide | 2022 | Book |
| Mooring Load Analysis during Ship to Ship (STS) Operations with Varying Environmental | 2022 | Information paper |
| Considerations for Converting Non-propelled Inland and Coastal Barges to Closed Loading | 2022 | Information paper |
| Best Practice Guide on Incident Investigation Methodology | 2022 | Information paper |
| Guidance on the Use of Drugs and Alcohol on board Ships | 2022 | Information paper |





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