



Oil Companies International Marine Forum

# OCIMF

## Annual Report 2013





## Mission

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

## Objectives

### Standards

To identify safety and environmental issues facing oil tanker, barge, terminal and offshore marine operations, and develop and publish recommended standards that will serve as technical benchmarks.

### Regulatory

To contribute to the development of international conventions and regulations that enhance the safe construction and operation of oil tankers, barges, offshore support vessels and terminals, working with the IMO and other regulatory bodies, both regional and national.

### Consultation

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

### Enforcement

To encourage flag States, port States and classification societies in their enforcement of international conventions and regulations.

### Promulgation

To facilitate access by charterers and authorities to data on terminals, tankers, barges and offshore support vessels relating to safety and pollution prevention, through the Ship Inspection Report (SIRE) programme, the Offshore Vessel Inspection Database (OVID) and the Marine Terminal Information System (MTIS).

### Promotion

To actively promote OCIMF's role in the development of safety and environmental guidelines and recommendations, harnessing the skills and experience of OCIMF members and holding industry events addressing the issues.

*The Oil Companies International Marine Forum is a company limited by guarantee incorporated under a private Act of Parliament in Bermuda.*

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# Chairman's statement

John Ridgway



Energy and population growth continue apace, and the pattern of oil transportation is changing due to technological advances in accessing hydrocarbons, principally shale oil, and changing geographies of supply and demand, principally increasing US self-sufficiency. There are also challenging economic conditions for the oil shipping industry. Despite these changes, society rightly demands that oil transportation be carried out with the utmost care to protect human life and the marine environment. OCIMF plays an essential role in defining

and monitoring the standards to which the industry operates and safely discharges its business. It is a privilege to be Chairman of such an organisation.

I look upon 2012 as a year of transition, with many projects that have been long in the making coming to fruition. In the early part of the year, plans to extend the offices to include meeting and inspector training facilities were put into effect. The new facilities were completed just in time to hold the 74th meeting of the General Purposes Committee in the last week of April 2012. Since then the facilities have been used to hold many committee and working group meetings along with workshops and training courses. I am delighted to see more and more member companies booking and using the facilities for London meetings and seminars, and I hope to see more members doing so next year.

Several new best practice guides were published during the year including two that extended the proven methodology of management and self-assessment guides to

the offshore and terminal facility sectors. The *Offshore Vessel Management Self-Assessment* (OVMSA) guide was published in April 2012 and was followed by the *Marine Terminal Management and Self-Assessment* (MTMSA) guide in September. It is pleasing to note a gradual broadening of the Forum's activities, reflecting developments in the industry on a broader stage whilst remaining true to the core purpose of the Forum—to promote continuous improvement of safety and pollution prevention from seaborne energy transport, terminals and offshore support vessels.

Supporting the work of the IMO remains a priority, and 2012 proved another busy year, with the complexity and diversity of current issues fuelling the work programme. The inclusion of energy efficiency in chapter 4 of MARPOL Annex VI, agreed last year, brought complex political and technical challenges. The IMO Marine Environment Protection Committee (MEPC) continues to seek consensus on means to promote technical cooperation to develop energy efficient, technical solutions, technology transfer to



developing countries and a practical funding mechanism. The Energy Efficiency Design Index (EEDI) was also prominent in the Committee's technical discussions as detail was defined and unambiguous unified interpretations developed. Whilst reducing emissions to air remained a central goal of the MEPC, the agreed measures raised some concerns at the Marine Safety Committee (MSC) who debated how the minimum propulsive power required for ships to manoeuvre safely in adverse weather conditions could be clearly stipulated. Equally complex are the technical details to enable practical operation under the Ballast Water Management (BWM) Convention and an agreed direction for further measures to reduce greenhouse gas (GHG) emissions from shipping.

In stark contrast to these technical complexities, the legal complexities surrounding the growing practice of employing privately contracted armed security personnel (PCASP) to protect merchant shipping needed to be addressed. Interim guidance for private security

companies and for flag States permitting their use was developed in the form of MSC Circulars. Further work developing ISO standards to safely control the presence of weapons on board is needed, and the legal debate on the supply and carriage of arms to vessels transiting international waters is likely to be a lengthy one.

On the subject of piracy, it was pleasing to see a sustained fall in the number of ships' crews hijacked by Somali pirates throughout 2012. A fragile combination of military deterrent and disruptive actions, a widespread and effective application of best management practice (BMP) self-protection measures and an increase in the carriage of security teams has driven the change. Long may the decline continue, but we must be cognisant that the balance is a delicate one and a small shift could quickly see the decline reversed. There is no room for complacency.

2012 was a year when OCIMF looked to the future, and redefined and confirmed our strategic priorities. The Forum has grown

rapidly, doubling our membership in the past decade to today's truly international representation. Growth and diversity have brought new challenges to be addressed and the Executive Committee spent the latter half of the year reviewing and defining the strategy to a 2020 time horizon. We plan to implement subtle changes next year to position OCIMF to best deliver member expectations and meet foreseeable challenges.

OCIMF is an essential organisation, staffed by competent, dedicated and professional staff, delivering necessary services both for the benefit of members and as contributions to help protect the environment. Membership has continued to grow, and the strategy refresh will enable OCIMF to be relevant and well placed to carry out its mission for many years to come. 2012 was a successful year in OCIMF's progress.








## Director's review

David Cotterell

theme of extracting benefit from available data also inspired an Information Paper promoting proactive use of the voyage data recorder, which is a statutory requirement on all modern tankers. Companies can routinely export and collect the recorded data to feed analyses to identify poor navigational practice and behaviours. This provides valuable learning and early warning to trigger corrective actions and avoid incidents. These Papers are available on the OCIMF website.

Two years after its introduction, development of the Offshore Vessel Inspection Database (OVID) system remains ongoing, and use of the system continues to grow. The milestone of 5,000 vessels registered in the database was passed during 2012. There are now 39 member companies using OVID globally. Meeting member demand for OVID inspector training proved a challenge throughout 2012. Our Technical Adviser (Offshore), Sean Nicholson and Training and Accreditation Manager, Oliver Pointon were kept busy running courses and workshops for members in areas where offshore exploration and production are taking place.

Perhaps the most ambitious project that OCIMF has undertaken since the development of the Ship Inspection Report (SIRE) Programme two decades ago, the Marine Terminal Information System (MTIS) made great progress during 2012. Founded upon elements that OCIMF has used effectively in other sectors, MTIS aims to improve safety at the vital interface where ship meets shore. By providing a standardised, centralised and secure means for terminals to collate, store and communicate terminal data in user-friendly formats, and introducing management and self assessment best practice modules and a competency framework for terminal staff, MTIS provides the essential elements needed to enhance safety.

2012 also heralded a year of change for the Secretariat staff. Garry Hallett completed a

successful three years as Deputy Director, Chief Representative to the IMO, and returned to BP in February 2012. Garry was succeeded by Pierre Karsenti from Total. In May 2012, Chris Brown joined the Secretariat from Chevron, filling the vacant post of Technical Advisor (Engineering). In September, we bade farewell to Bernard Lesegretain who returned to Total; Bernard will be remembered for the huge energy and enthusiasm he applied to every aspect of his work. Bernard was succeeded in the post of Senior Technical Adviser by Raj Shetty of Mærsk. A month later, Rob Collier our Compliance Manager completed his three-year secondment and returned to Shell. Rob was the first person in this role and has shaped and refined the position which has done a great deal to improve the quality and consistency of SIRE reports. I wish to take this opportunity to thank Garry, Bernard and Rob for their professionalism, dedication, hard work and the long list of achievements realised during their time at the Secretariat.

2012 was the year that OCIMF took a fresh look ahead to the future, and in mid-year the Executive Committee initiated a project to identify options to define the organisation's strategy to 2020. This was prompted by the Forum's growth: OCIMF's membership has doubled in the past decade becoming increasingly diverse both geographically and culturally, and now includes a diverse range of oil and energy companies. A membership consultation provided the starting point to understand members' expectations and provide the building blocks for the future. The strategy was agreed at the 70th meeting of the Executive Committee in November, and represented a course correction rather than a change of direction, i.e. the Forum will be concentrating on improving communications, accurately defining the scope of the mission, tailoring the working structure to provide opportunity and efficiency gains, and encouraging greater participation from a broader spectrum of members. 2013 has the potential to be an exiting year.

The New Year opened with the expansion of OCIMF's offices on to the 4th floor of 29 Queen Anne's Gate. The prime objective of the expansion was to add the capacity to bring our European Inspector training and some of our committee work in house, as finding suitable external venues was proving both costly and time consuming. The facilities are also freely available for booking by members for meetings and video conferences, and include a drop-in hot desk facility for members travelling through London.

Identifying emerging issues that have the potential to impact adversely on the safe shipping of hydrocarbons, and providing recommendations and guidance, remain important parts of OCIMF's role. One advantage of the SIRE and OVID databases is the opportunity to run analyses to identify systemic issues and trends common to many of the vessels inspected. One area highlighted was an apparent inability to accurately monitor, record and manage the work and rest hours of seafarers. Given that fatigue is a frequent contributory factor to maritime incidents, this observation is significant. A General Purposes Committee (GPC) working group was formed to examine the issue and produce an Information Paper on *Recommendations relating to the Application of Requirements for Governing Seafarer's Hours of Work and Rest* to provide clarity. Published in November 2012, the Paper has been broadly welcomed across the industry and we hope, in time, that this guidance will contribute to reducing seafarer fatigue. The

## History

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

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

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

## OCIMF today

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

OCIMF has much to be proud of. Not only has it contributed to a substantial quantity of regulation at the IMO, aimed at improving the safety of tankers and protecting the environment, but it has introduced important new guidance on pressing current issues such as piracy and Arctic shipping. With the process of introducing new internationally-accepted regulation necessarily slow as it crosses many individual countries and jurisdictions, OCIMF is in the unique position of being able to leverage the expertise of its membership to press ahead with much-needed guidance on important industry issues. This provides the means to improve practices in the membership and in the wider industry, and serves as a valuable reference for developing regulation.

In addition to its extensive publications library, OCIMF has a rich portfolio of tools including its Ship Inspection Report (SIRE) Programme, the Tanker Management and Self Assessment (TMSA) tool, and the Offshore Vessel Inspection Database (OVID), all of which have gained worldwide recognition and acceptance. OCIMF continues to develop new tools, with the Marine Terminal Information System (MTIS) being launched in 2012.





# Secretariat

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



**David Cotterell**  
Director



**Pierre Karsenti** Deputy  
Director, Chief Representative  
to the IMO



**Raj Shetty**  
Senior Technical Adviser  
(effective from September 2012)



**Philip Pascoe**  
General Counsel



**Sean Nicholson**  
Technical Adviser (Offshore)



**Ian Shields** Technical  
Adviser (Maritime Security)



**Chris Brown** Technical Adviser  
(Engineering)



**Anuj Gupta**  
Technical Adviser (Nautical)



**Geoff Snow** OCIMF  
Programme Manager



**Oliver Pointon** OCIMF Training  
and Accreditation Manager



**Shaikh Rahim**  
OCIMF Compliance Manager  
(effective from October 2012)



**Anita Borsberry** OCIMF Inspector  
Accreditation Administrator



**Aziz Benbelkacem** OCIMF  
and IT Systems Administrator



**Zoe Wilson** OCIMF Systems  
and Inspector Administrator



**Pauline Gilbert**  
Accounts Administrator



**Rebecca Harrison**  
Office Manager



**Rachel Capeless** Conference  
Facilities and Office Administrator



**Joanna Bradley**  
Senior Management and  
IMO Administrator

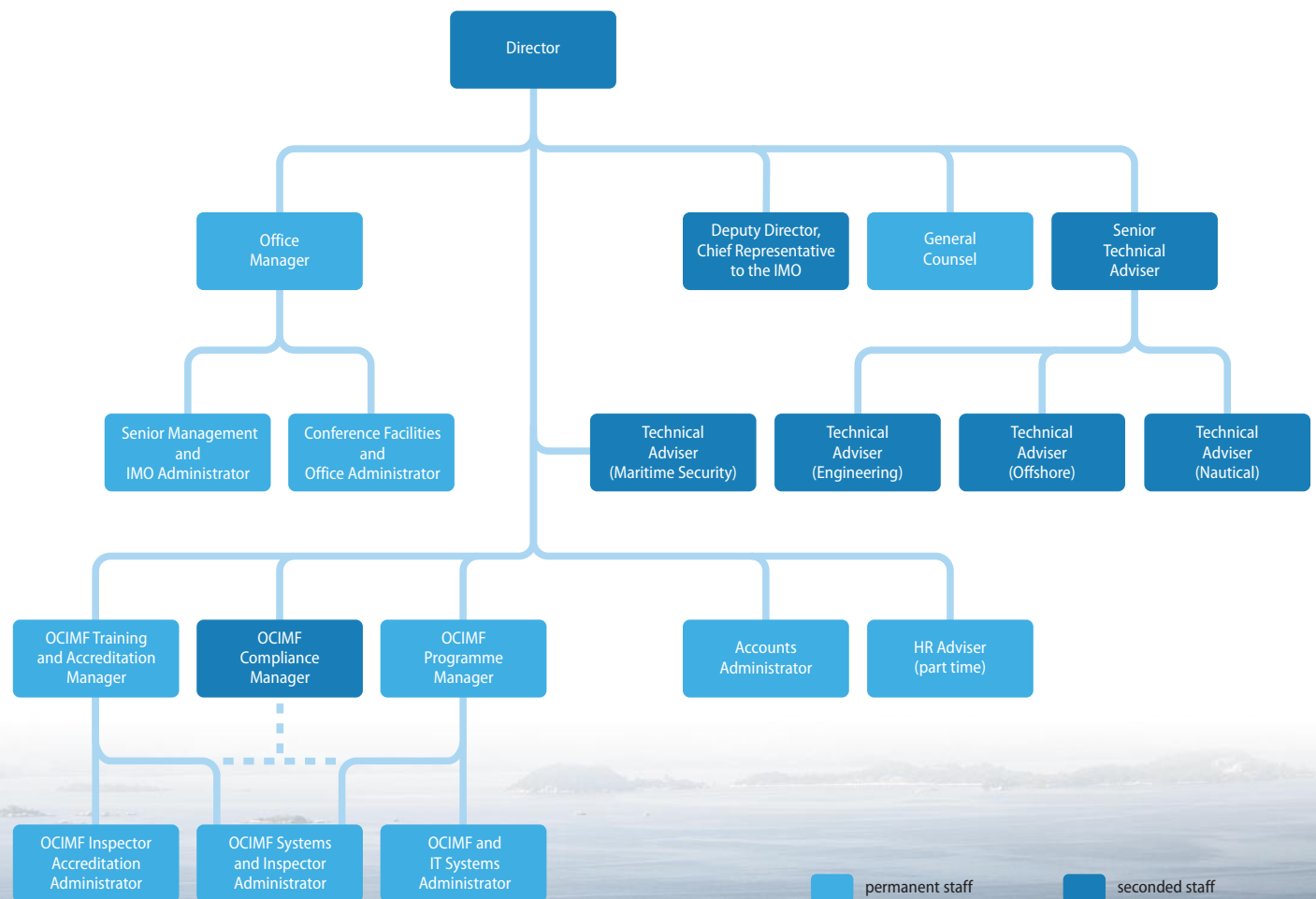


**Christine Green** (part time)  
HR Adviser



# Organisational chart

For recent changes to the organisational chart please visit the OCIMF website at [www.ocimf.com](http://www.ocimf.com)



## New meeting room facilities at OCIMF headquarters

Work was carried out on the 4th floor at 29 Queen Anne's Gate during early 2012, and we are delighted to announce that the new OCIMF meeting room facilities are now fully in use by the OCIMF Secretariat and its Members.

For booking enquiries, and further information, please contact [meetingrooms@ocimf.com](mailto:meetingrooms@ocimf.com)

Longitude



Horizon



Latitude



Horizon



Breakout area





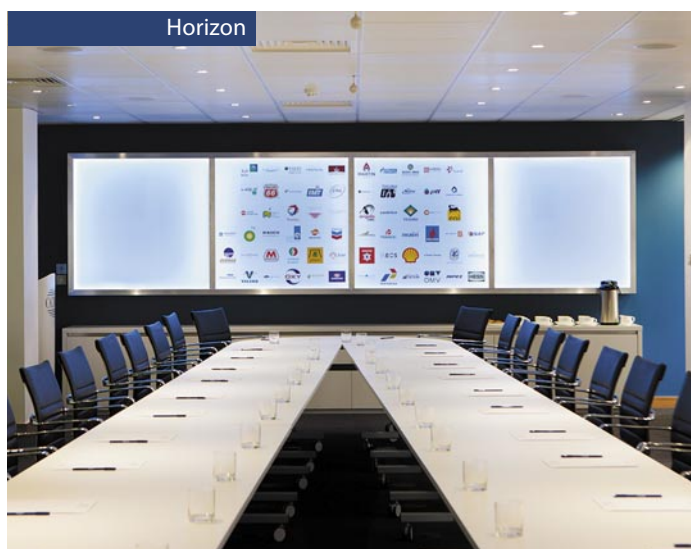
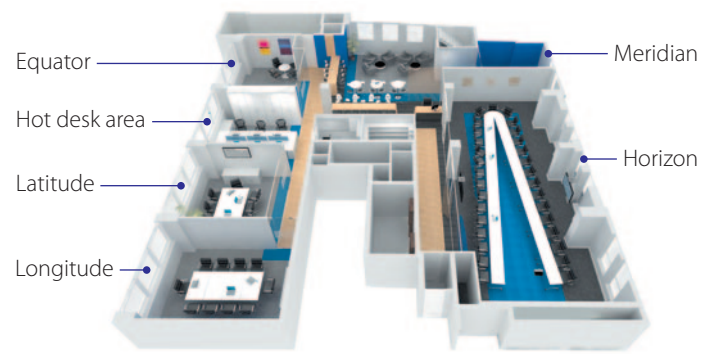
	Equator	Meridian	Latitude	Longitude	Latitude/ Longitude (combined)	Horizon
Capacity	4	4	8	10	16	32*
Projector and screen	-	-	-	✓	✓	✓
TV screen for laptop connection	✓	✓	✓	✓	✓	✓
Video conferencing	**	**	**	✓	✓	**
Teleconferencing	✓	✓	✓	✓	✓	✓
Wi-fi	✓	✓	✓	✓	✓	✓
Lapel microphones	-	-	-	-	-	✓
Telephone	✓	✓	✓	✓	✓	✓

\* Room layout can be changed on request \*\* Skype accounts/webcams can be provided for use over the wireless network

#### Other facilities:

Hot desk area • breakout area • hot and cold refreshments\*\*\* • cloakroom • white board • flip chart • meeting room stationery

\*\*\* Assistance with catering can be provided on request



# OCIMF membership

(Current as at March 2013)

Abu Dhabi Company for Onshore Oil Operations  
 Abu Dhabi Marine Operating Company  
 Abu Dhabi National Oil Company  
 Addax Oryx Group  
 Administración Nacional de Combustibles Alcohol y Portland  
 Angola LNG  
 Bakri International Energy Company Limited  
 BG LNG Services LLC  
 Bharat Oman Refineries Ltd.  
 BHP Billiton Limited  
 BP Shipping Limited  
 Cargill Ocean Transportation  
 Cenovus Energy Inc  
 Centrica PLC  
 Chevron Shipping Company LLC  
 China National Offshore Oil Company (CNOOC)  
 Compagnie de Distribution des Hydrocarbures  
 Compañía Española de Petróleos S.A.  
 ConocoPhillips Company  
 Ecopetrol S.A.  
 Emirates National Oil Company  
 Empresa Nacional del Petróleo (ENAP)  
 Enel Trade SpA  
 Engen Petroleum Limited  
 Eni SpA  
 ERG SpA  
 Essar Oil Limited  
 Excelerate Energy LLC  
 Gazprom Global LNG Ltd  
 GDF Suez  
 Greater Nile Petroleum Operating Co. Limited  
 Hess Corporation  
 Husky Energy  
 Indian Oil Corporation Limited  
 Ineos Manufacturing Scotland Limited  
 INPEX Corporation  
 International Marine Transportation Limited  
 Koch Shipping Inc  
 Kuwait Oil Company  
 LUKOIL Oil Company  
 Mærsk Oil  
 Marathon Oil Company  
 Marathon Petroleum Co. LP  
 Marquard & Bahls AG  
 Martin Midstream Partners  
 Motor Oil (Hellas) Corinth Refineries SA  
 Murco Petroleum Limited

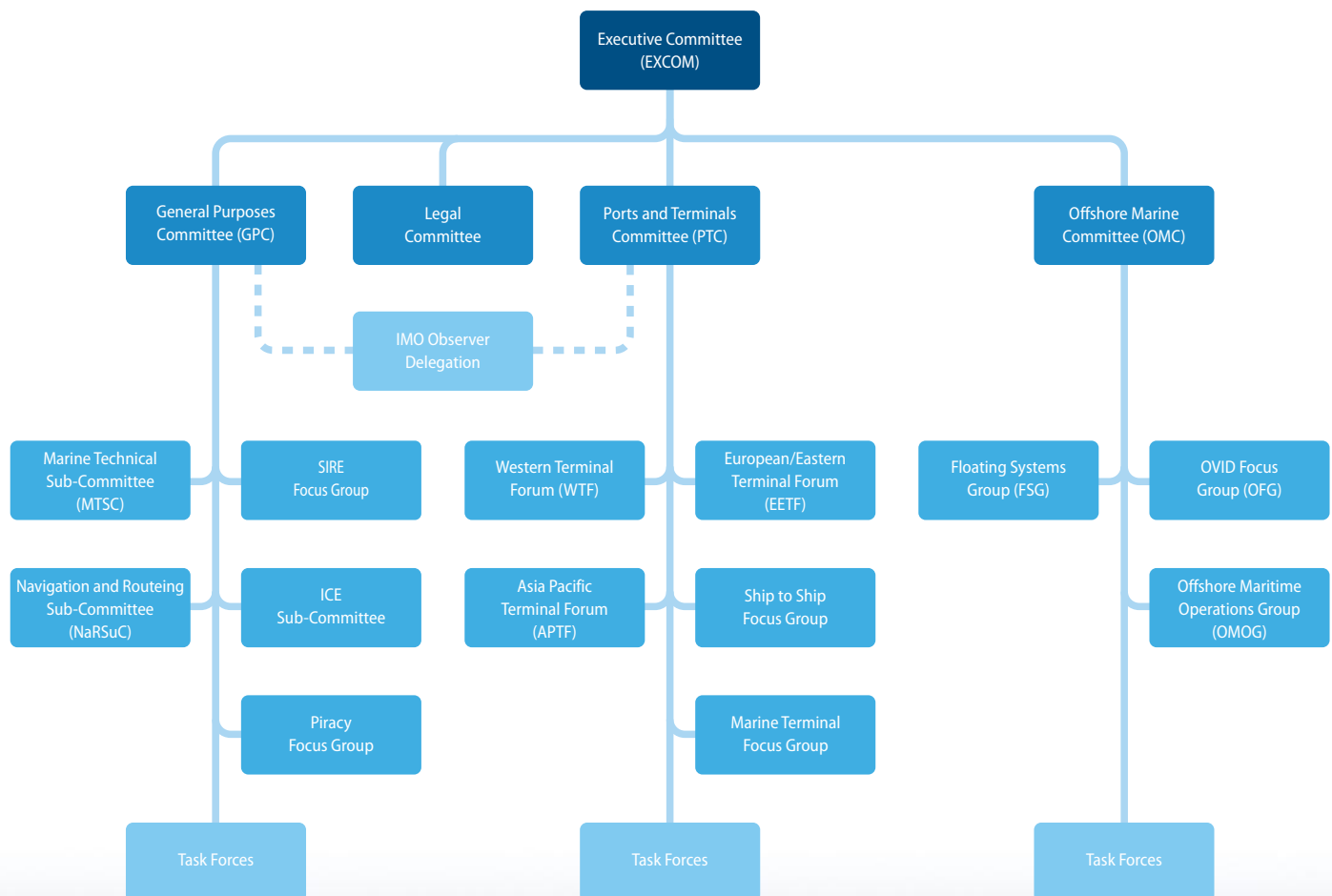
Neste Oil Corporation  
 Nexen Inc  
 Nigeria LNG Limited  
 Noble Americas Corp.  
 NuStar Energy LP  
 Occidental Energy Marketing Inc.  
 OCENSA  
 OMV Refining & Marketing GmbH  
 Pan American Energy  
 PDV Marina SA  
 Pertamina  
 Petrobras  
 Petróleos de Portugal—Petrogal S.A.  
 Petróleos Mexicanos  
 Petroleum Industry Marine Association of Japan \*  
 Petron Corporation  
 Petronas Sungai Udang Port Sdn Bhd  
 Petrovietnam  
 Phillips 66 Company  
 Preem Petroleum AB  
 Primorsk Oil Terminal  
 PTT Plc.  
 Qatar Petroleum Corporation  
 Qatar International Petroleum Marketing Co. Limited (Tasweer)  
 Reliance Industries Limited  
 Repsol  
 SARAS SpA  
 Saudi Arabian Oil Company  
 Sempra LNG  
 Shell International Trading and Shipping Company Limited  
 Sonangol Marine Services  
 Sonatrach SpA  
 Statoil ASA  
 Suncor Energy Inc.  
 Talisman Energy UK Limited  
 Tesoro Maritime Company  
 Total S.A.  
 Tullow Oil Plc  
 Valero Marketing & Supply Co.  
 Vermillion Energy Resources  
 Vivo Energy  
 Western Refining Yorktown Inc.  
 Woodside Energy Ltd

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



# OCIMF Committees

A committee structure with the Executive Committee at its head and four senior standing Committees reporting to it is in place. The senior standing Committees may establish Sub-Committees or Forums as necessary.



... OCIMF Committees

## Executive Committee (ExCom)

*Chairman: John Ridgway, BP*

The Executive Committee met twice during 2012. The 69th Meeting was held in May, hosted by IMT/Exxon Mobil in Houston, Texas, and the 70th meeting was held in November, hosted by Shell in The Netherlands. The growing membership and changing expectations were a focus of this meeting and discussions soon revealed a need to develop a future strategy to understand, inform and engage more broadly. A strategy working group was formed under the direction of a steering committee with an ambitious target of identifying strategic imperatives and options in time for presentation at the 70th meeting of the Executive Committee, to enable the ExCom to set priorities and future strategy.

Although defining the long-term strategy became a priority for the Executive Committee throughout 2012, governance of the organisation and setting the work programme remained equally important.



## Legal Committee

*Chairman: Richard Keigwin, Total*

The Legal Committee comprises 10 lawyers from Forum members and provides legal support for OCIMF activities. This support includes providing legal advice on competition/anti-trust law and intellectual property issues, and reviewing documents prior to publication.

The Legal Committee held their 57th meeting on 28 March 2012 in Geneva, hosted by Total. The 58th meeting was held on 31 October 2012 in London at the OCIMF Offices, hosted by IMT. The Committee discussed a wide range of legal issues during their meetings, including:

- HNS Convention and Protocol
- IOPC Funds
- MARPOL Annex VI
- EU Directive on ship-source pollution and the introduction of sanctions, including criminal sanctions
- OCIMF trade mark protection
- Maritime security: piracy, including Somali-based piracy and maritime security issues in the Gulf of Guinea; and the use of private armed security guards, including guidance from the IMO
- SIRE and TMSA2 issues
- Offshore Vessel Inspection Database (OVID)
- Marine Terminal Policy Review Group
- OCIMF publications and mandarin translation project.





## General Purposes Committee (GPC)

**Chairman: Steffen Jacobsen, Mærsk**

The General Purposes Committee held two meetings during 2012. The 74th meeting was held in London in April, and was the first meeting to be held in OCIMF's newly-completed Horizon boardroom at 29 Queen Anne's Gate. The 75th meeting was hosted by Tesoro in San Antonio, Texas in September.

In addition to reviewing the work of the Sub-Committees and working groups, the GPC initiated the following new work items:

- Barge operations guidelines for barges and associated tugs operating in US waters
- Guidance on the use of Emergency Response Service Providers
- Development of Fitness to Work Standards for OCIMF Accredited Inspectors
- Utilising the learning's from two studies investigating navigation bridge vulnerability to small arms fire during a pirate attack, to develop recommendations on hardening measures that may be employed to enhance crew protection
- E-navigation
- Recommendations on the proactive use of a ships' voyage data recorder (VDR) as a navigation incident prevention tool.



*Members of the General Purposes Committee at the 74th GPC meeting held in London in April 2012*

## Marine Technical Sub-Committee (MTSC)

**Chairmen: Ken Reid, Shell (to September 2012);  
Peter Weber, ExxonMobil (from September 2012)**

The 24th meeting of the Marine Technical Sub-Committee was hosted by Sonangol Marine Services on 6–8 March 2012 in Houston, Texas. The 25th meeting was hosted by Statoil on 18–20 September 2012 in Stavanger, Norway.

The MTSC is supported by members from Chevron, ConocoPhillips, IMT, Mærsk, Petrovietnam, SeaRiver, Shell, Sonangol, Statoil, Total and Vela.

The MTSC Information Paper, *Maintaining Structural and Operational Integrity on Tankers Carrying Cold Oil Cargoes*, was

published in 2012. The purpose of this document is to remind operators of the structural hazards and restrictions in the carriage of cold oil cargoes (<0 °C). Operators considering the carriage of such cargoes should consider consulting appropriate experts, their Classification Society and insurance providers, while developing a safe operating plan.

The Sub-Committee also completed work on several papers that are in the final stages of editing for publication. Subjects addressed include:

- Engineering practices
- Fuel switching
- Dynamic loading of cranes in exposed waters.

The MTSC is actively engaged in providing technical expertise to support the IMO Secretariat and working groups dealing with the following topics:

- Greenhouse gases
- Material Safety Data Sheets (MSDS)
- Ballast water treatment
- MARPOL Annex IV, V and VI
- Industry Lifeboat Group.



... OCIMF Committees

## Ice Sub-Committee (ICE)

**Chairman: Paresh Acharya, BP**

The 15th meeting of the Ice Sub-Committee was held on 14–15 March 2012, and the 16th meeting was held on 12 September 2012. Both meetings were held at OCIMF's offices in London. Members from BP, IMT/ExxonMobil, Shell, Total, ConocoPhillips, Neste Oil, Primorsk Oil, Lukoil, Gazprom, Unicom and IACS participated in, and contributed to, the work of the Sub-Committee, which included:

- A proposal to revise the *Briefing Paper for OCIMF Member Chartering and Vetting Groups—Shipping Operations in the Arctic Region*.

- Under the direction of the General Purposes Committee, the Ice Sub-Committee formed a work group with the Offshore Marine Committee to develop the publication, *Offshore Vessel Operations in Ice and/or Severe Sub-zero Temperatures*. The work group met three times, on 15 March, 16 June and 13 September 2012, and is making good progress. The anticipated target date for delivery of this publication is the second quarter of 2013.
- Members of the Sub-Committee continued to monitor developments in the Russian Northern Sea Route (NSR). Of particular note was the introduction of Federal Law, signed on 28 July 2012,

which implements significant changes in regulation concerning navigation through the NSR. According to this Federal Law the following changes will take place:

- The Northern Sea Route Administration (NSRA) is now officially nominated as the governing body in charge of NSR navigation. Its remit includes granting permission to navigate the NSR area, and issuing laws to regulate navigation through the NSR.
- The NSRA currently exists as a division of the Russian Federal Agency for Marine and River Transport (FAMRT), but will eventually be separated from FAMRT and reformed into Federal State enterprise.





- The geographical limits of the NSR, referred to as the 'NSR Area', are defined more clearly, i.e. as sea area, adjacent to the northern coast of the Russian Federation, including internal sea waters, territorial sea, the contiguous zone and exclusive economic zone of the Russian Federation, limited on the east by the sea boundary with the United States of America and the Cape Dezhnev parallel in the Bering Strait, and on the west by the meridian of Cape Zhelaniya to the Novaya Zemlya Archipelago.
- Besides compliance with NSR navigation regulations, and other regulations issued by the NSRA, ship-owners of the vessels, transiting through the NSR shall be required to have insurance or other financial security to cover liability for pollution or other potential damage.
- All these provisions will be incorporated in the Code of Merchant Shipping of the Russian Federation.

Other issues discussed/monitored by ICE include:

- Input to the IMO Polar Code correspondence group working on the Mandatory Code for Ships Operating in Polar Waters
- Operations at terminals impacted by ice or severe sub-zero temperatures
- Industry initiatives on ice management
- Ice navigator training regulatory requirements
- Special purpose ice navigation radars
- Sharing of members' experiences of the 2012 trip to the Arctic Northern Sea Route.



## Navigation and Routeing Sub-Committee (NaRSuC)

*Chairman: Colin Shoolbraid, BP*

The 41st meeting of NaRSuC was held on 8 March 2012 and the 42nd meeting was held on 5 September 2012. Both meetings were held at OCIMF's offices in London. Members from BP, Chevron, IMT/ExxonMobil, Shell, Total, Statoil, ENI and Mærsk participated in, and contributed to, the work of the Sub-Committee.

The Sub-Committee addressed the following work items:

- Using the voyage data recorder (VDR) as an incident prevention tool: an information paper entitled *Recommendations on the Proactive Use of Voyage Data Recorder Information* was produced and circulated to the industry. Highlights of the paper included:
  - The facility to use VDR proactively
  - Upgrading the system to retain VDR data beyond the minimum 12 hours; and the ability to record full voyages for learning purposes

- Regular checks on VDR operation to ensure that the complete dataset is being correctly recorded
- Facilitation of remote data transmission to a central source
- Undertaking centralised assessment and analysis of VDR information to understand behaviour, and use of the knowledge gained as a training aid.

- E-navigation
- A new item was added to the NaRSuC meeting agenda to review technological advances being made in the field of navigation. At the 42nd NaRSuC meeting, IMO developments in overarching E-navigation architecture, industry recommendations for Electronic Chart Display Information Systems (ECDIS), training and navigation audits were discussed.

## ... OCIMF Committees

Other issues worked on included the following:

- The Sub-Committee continued to engage with the Danish Joint Pilotage Users Group (JPUG). The 8th JPUG meeting was attended by the Secretariat on 7 September 2012.
- Continued involvement in the Cooperative Mechanism activities for the Straits of Malacca and Singapore
- Piracy
- Training issues related to ECDIS
- IMO Sub-Committee on Safety of Navigation (NAV) activity
- Review and discussion of Turkish Straits transit and Turkish government policy
- Incident reviews.

## Ports and Terminals Committee (PTC)

**Chairman: Andy Dogherty, IMT**

The Ports and Terminals Committee met twice during the course of 2012. The 76th meeting was hosted by ENI in Rome, Italy on 17–18 April 2012, and the 77th meeting was hosted by Phillips 66 in San Antonio, USA on 26–27 September 2012.

The PTC membership continues to direct its efforts towards issues affecting safe operations at the tanker and terminal interface. These matters arise from legislative changes (e.g. from the IMO), from OCIMF members directly, or via feedback from one of the three regional Forums, namely the European and Eastern Terminal Forum (EETF), the Asia Pacific Terminal Forum (APTF) and the Western Terminal Forum (WTF).

Delegates from member companies BG, BP, Chevron, Conoco Phillips, EcoPetrol, ENAP, ENI, ENOC, Excelerate, Exxon Mobil, Hess Corporation, INEOS, IMT, Nigeria LNG, NuStar Energy, Ocesa, Petrobras, Phillips 66, PMI, Primorsk Oil Terminal, Shell, Total and Valero



*Members of the Ports and Terminals Committee at the 76th PTC meeting in Rome, Italy, 17–18 April 2012*

actively participated in, and contributed to, the work of the PTC.

The detailed work overseen by the Ports and Terminals Committee is described in the individual reports of the Asia Pacific, European/Eastern and Western regional Forums (pages 18–20), with a separate report on the Marine Terminal Information System (MTIS) on page 39. Additionally, the Ports and Terminals Committee covers a broad range of issues, and the following topics were progressed in 2012:

- **Single Buoy Mooring (SBM) Maintenance and Operations Guide (SMOG) Working Group** (*Chairman: George Franklin, Shell*): The Working group continues to review and to compile into a single publication the following documents:
  - *Guidelines for the Handling, Storage, Inspection and Testing of Hoses in the Field* (2nd Edition, 1995)
  - *SPM Hose Ancillary Equipment Guide* (3rd Edition, 1987)
  - *Single Point Mooring Maintenance and Operations Guide* (2nd Edition, 1995).
- **Ship-to-Ship (STS) Steering Group** (*Chairman: Andrew Bickerdike, Chevron*): The STS Steering Group forms the core technical review group, on behalf of the Ports and Terminals Committee, for any proposals forthcoming from the IMO and

the European Commission on STS operations, and addresses issues relating to STS operations outside of the existing OCIMF guidelines. It also provides functional guidance for such activities.

- **Ship-to-Ship Guidelines Review Group** (*Chairman: Jim Chapman, BP*): The Group completed its review and update of the *Ship to Ship Transfer Guide (Petroleum)*, 4th Edition, 2005. The new *Guide* has been prepared in cooperation with the Chemical Distribution Institute (CDI), International Chamber of Shipping (ICS) and Society of International Gas Tanker and Terminal Operators (SIGTTO), and covers ship-to-ship transfer operations of crude oil, oil products, chemicals and gases (LPG and LNG). The *Guide* is expected to be launched in 2013.
- **Wind and Current Drag Coefficient Task Force** (*Chairman: James Collett, BP*): The Task Force continued its project development work, focusing on establishing the current drag coefficient for very large crude carrier (VLCC) tankers, post MARPOL, and evaluating the validity of the OCIMF/SIGTTO wind drag coefficient data.
- **Competency Assessment System for Mooring, Loading and Lightering Masters Working Group** (*Chairman: Paul Tait, Chevron*):



The Working Group was tasked to develop a *Competency Assessment System for Mooring, Loading and Lightering Masters*, which will be modelled on OCIMF's *Competence Assurance Guidelines for F(P)SOs*.

- HMPE Mooring Lines Working Group (*Chairman: William Anderson, RasGas*): In a joint initiative with SIGTTO, the Working Group is looking at developing guidelines for the specification, manufacture, testing and procurement of HMPE (high modulus polyethylene) mooring lines.
- Marine facilities planning and design:
  - OCIMF is represented on British Standards Institution Committee CB/502 Maritime Works. This Committee is steering the update of British Standard BS 6349. In 2012 OCIMF actively contributed to the re-drafting of Part 1:

Code of Practice for General Criteria, and Part 4: Code of Practice for Design of Fendering and Mooring Systems. (*OCIMF Representative: David Veale, Shell*)

- OCIMF is supporting the PIANC (Permanent International Association of Navigation Congresses) MarCom 145 Working Group, which was created to develop improved guidance regarding berthing velocities and fender design. (*OCIMF representative: David Veale, Shell*)
- OCIMF is represented on the PIANC MarCom 153 Working Group, which was created to develop recommendations for the design and assessment of marine oil terminals. (*OCIMF Representative: Bill Asante, ExxonMobil*)
- Terminal Policy Steering Group (TPSG) (*Chairman: Tony Pollock, INEOS*): The TPSG manages the development of the consolidated Marine Terminal

Information System (MTIS) aimed at ensuring all marine terminals worldwide reach common high standards of safety and environmental protection. The detailed work overseen by the TPSG is described in the individual reports of the TPSG Working Groups. During 2012, development of all of the four elements of MTIS were completed, with the launch taking place in early 2013. The TPSG Working Group activity is summarised as follows:

1. *Marine Terminal Particulars Questionnaire*—launched.
2. *Marine Terminal Management and Self-Assessment*—published.
3. Marine Terminal Assessor Working Group—activities completed.
4. Marine Terminal Operator Competencies and Training Working Group—activities completed.



## ... OCIMF Committees



- **Marine Terminal Assessor Programme (MTAP)** (*Chairman: Rob Atkins, BP*): Under the direction of the Terminal Policy Steering Group (TPSG), the MTAP Working Group has developed supporting guidance to assist terminals in implementing the Marine Terminal Management Self-Assessment (MTMSA) process which provides best practice guidance and key performance indicators against which terminal operators can assess the effectiveness of their management systems for berth operations and the ship/shore interface.
- **Marine Terminal Operator Competencies and Training (MTOCT)** (*Chairman: Dennis O'Keefe, IMT*): Having started the project in the fourth quarter of 2010, the MTOCT Working Group has reviewed and updated the existing *OCIMF Marine Terminal Training and Competence Assessment Guidelines for Oil and Petroleum Product Terminals* and SIGTTO's *Suggested Competence Standards* for ship's staff, with the intention of identifying key competences and knowledge requirements, together with appropriate verification processes. The updated documents will help members develop or commission their own terminal operator training

programmes to ensure that personnel working on the ship/shore interface have the required skills and competence.

## Asia Pacific Terminal Forum (APTF)

*Chairman: Siva Kumar, Shell*

The 20th meeting of the Asia Pacific Terminal Forum was hosted by Emirates National Oil Company (ENOC) in Singapore on 7–8 February 2012. The 21st meeting was held in Brunei on 19–20 September 2012, hosted by Shell Brunei.

The following companies participated in, and contributed to, the work of the APTF:

Alliance Refining Company; BP; Caltex; Chevron; CNOOC; ENOC; Total; ConocoPhillips; IMT/ExxonMobil; New Zealand Refining Company; Petroleum Industry Marine Association of Japan; Petronas; Shell; Singapore Petroleum Company; Singapore Refining Company; Tesoro; Petron; PTT; SPRC; and PetroVietnam.

The APTF worked on a number of matters, including, in particular, the manual doping of cargo:

- An Information Paper on the manual doping of cargo was progressed, which highlights the issues and risks associated with this activity and how the risks can be mitigated. The Paper is intended for both ship and terminal personnel use, and it is hoped that it will help to reduce the frequency and probability of accidents in this area.

A wide range of subjects were considered by the APTF, including:

- Raising terminal standards in China
- Regional navigational issues—Littoral States Cooperative Mechanism Forum
- The use of pigging in crude oil pipelines, and associated issues
- SBM bellows and related issues
- SBM underwater inspection and pitting corrosion
- Safe access issues, and the potential for gangway damage due to low freeboard
- Member operating experiences and discussion of incidents and near misses.



*Members of the Asia Pacific Terminal Forum at the 20th meeting in Singapore, 7–8 February 2012*





Members of the European/Eastern Terminal Forum at the 61st meeting in Dubai, 24–25 January 2012

## European/Eastern Terminal Forum (EETF)

**Chairman: Tony Pollock, INEOS**

The EETF had two excellent and well attended meetings in 2012; one in the Middle East and one in Europe. The 61st meeting was hosted by SVITZER in Dubai on 24–25 January 2012, and the 62nd meeting was held in London on 26–27 June 2012 and hosted by BP. Both meetings were met with an enthusiastic reception from the membership, and were well supported with more than 20 delegates from 15 companies in attendance.

Topics addressed included:

- Recommendations for oil tanker equipment and manifolds:
  - There was consensus from members to move forward with a new working group to update the OCIMF guidelines on *Recommendations for Oil Tanker Manifolds and Associated Equipment*.
- Marine Terminal Information System:
  - Updates to MTIS were discussed and reviewed by members, and the EETF is

actively reviewing implementation of the system within each member organization.

- Emergency shutdown (ESD) systems
- Piloting utilising the Portable Pilot Unit
- Maritime security/International Ship and Port Facility Security (ISPS)
- Loading arms.

The EETF currently has two active working groups which were established to develop two Information Papers:

- The Emergency Shutdown (ESD) System Working Group considered matters related to ESD systems, from the terminal side only, highlighting emergency shutdown devices and equipment on terminals.
- The Manifold and Associated Equipment Working Group was established to review and revise the 4th edition of *Recommendations for Oil Tanker Manifolds and Associated Equipment*, given that smaller tankers (below 16,000 DWT, including dual class oil/chemical tankers) are not covered by the current edition.

The work of the Safe Access (SA) Working Group was completed in 2012 with publication of the Information Paper entitled *Safe Access on Ships with Exposed or Raised Deck Structures* in March 2012.



Members of the European/Eastern Terminal Forum at the 62nd meeting in London, 26–27 June 2012



... OCIMF Committees

## Western Terminal Forum (WTF)

**Chairman: Luciano Maldonado, Petrobras**

Two WTF meetings were held in 2012. The 52nd meeting was held in Houston on 24–25 April 2012 and hosted by Koch. The 53rd meeting was held in Cartagena, Colombia on 28–29 August 2012 and hosted by Ocesa. As far as practicable, the WTF meetings are held at locations situated throughout North and South America.

The WTF has continued to have a strong regional representation and maintains its linkage with regional organizations such as ARPEL (Regional Association of Oil, Gas and Biofuels Sector Companies in Latin America and the Caribbean) and SLOM (Society of Latin America Monobuoys' Operators). Participation involved members from BP, Conoco Phillips, Phillips 66, Sea River, Ecopetrol, ENAP, ANCAP, ExxonMobil, Koch, Ocesa, PMI, Petrobras, Shell, Suncor, Tesoro, Total, BG, Marathon, Oil Tanking, and Valero.

In addition to addressing regional issues, the WTF continued work on a number of topics including:

- Reviewing the Ship/Shore Safety Check List to share best practices
- Demonstrating strong support and continuing to campaign for the development of the Marine Terminal Particulars Questionnaire (MTPQ) and the Marine Terminal Information System (MTIS)
- Identifying gaps in procedures for terminals clearing cargo lines with compressed gases
- Providing data support for the PTC work on powered emergency release couplings (PERC) and Quick Connect/ Disconnect Coupler (QC/DC) releases
- Reviewing best practices for guidance on manifold arrangements for small chemical tankers at offshore terminals.



Members of the Western Terminal Forum at the 52nd WTF meeting in Houston, 24–25 April 2012

## Offshore Marine Committee (OMC)

**Chairman: Brian Horsburgh, Shell**

The fifth meeting of the Offshore Marine Committee was hosted by Statoil on 27–28 March 2012 in Stavanger, Norway.

The sixth meeting of the OMC was postponed due to a change in the Chairmanship, and was held in April 2013 in London.

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

- Codes of Practice (Work Group)  
(Coordinator: Hielke Brugts, Bluewater)
- OVID updates/changes to questions sets
- Offshore assurance management and organisation





- Guidelines for dynamic positioning in offshore member concessions
- Updating the OCIMF publication, *Offshore Loading Safety Guidelines with special relevance to harsh environments*, for worldwide application.

Reporting to the OMC are three sub-groups:

- OVID Focus Group (OFG), concentrating on OVID development and the accreditation of inspectors.
- Floating Systems Group (FSG), open to non-members, operators and contractors involved in F(P)SO design, installation and construction together with member representatives with experience in these areas.
- Offshore Marine Operations Group (OMOG), similar in make-up to the FSG but focusing on the operational safety of offshore vessels.

## OVID Focus Group (OFG)

**Chairman: Roger Moeskops, Total**

The fourth and fifth OVID Focus Group meetings were held on 15 February and 11–12 September 2012, respectively. Both meetings were held in London at the OCIMF offices.

The OFG is engaged in the following activities:

- Monitoring/reviewing the OVID User Group suggestions
- Review of the Offshore Vessel Inspection Questionnaire (OVIQ)
- Reviewing OVID inspector training courses, including the refresher courses
- Review and approval of the new OVID editor (2013 release)
- Completion and review of progress of the revised Offshore Vessel Management Self Assessment (OVMSA) protocol published in May 2012.

## Floating Systems Group (FSG)

**Chairman: Mark Newby, BG**

The fourth meeting of the Floating Systems Group was held on 15–16 March 2012 in Pau, France, hosted by Total. The fifth FSG meeting was held on 19–20 September 2012 in Houston, Texas, hosted by BG. There was an excellent turnout and participation from our members.

The FSG is engaged in the following activities:

- Codes of Working Practices (COWP)
- Terminal questionnaire (camlock vs. bolts)
- Production of the new publication, *International Offloading Guidelines for Bow Loading and DP Tankers at Offshore Terminals*
- FPSO poster (published May 2012).

## Offshore Marine Operations Group (OMOG)

**Chairman: Stephane Mauduit, Total**

The fourth OMOG meeting was held on 14 February 2012 at OCIMF's offices in London. The fifth OMOG meeting was delayed due to the Executive Committee review, and was held in March 2013 in Paris.

OMOG is engaged in the following activities:

- Ice operations for offshore supply vessels (OSVs)
- Methanol—safe transport and handling
- Dynamic positioning (DP) operations.



# Maritime security

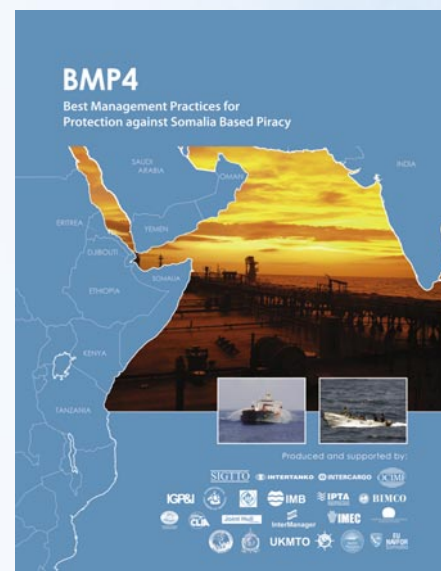
Throughout 2012, piracy and maritime crime has continued to be a significant concern for OCIMF

The problems of Somalia-based piracy in the Gulf of Aden, the Arabian Sea area, and the Somali Basin, together with the increase in maritime security issues in the Gulf of Guinea and South China Sea, have continued to be a significant concern for OCIMF members.

During 2012, attacks from Somalia-based pirates continued to decline, primarily due to better situation awareness of merchant shipping, application of the measures contained in *BMP4*, greater understanding and cooperation between naval assets in the region, the increased use of private maritime security contractors (PMSCs), and capacity building within Somalia. The last merchant vessel to be hijacked was taken in May 2012 (although dhows and fishing vessels continued to be hijacked and utilised as a platform to attack merchant vessels well into the fourth quarter), and the latter half of the year saw a continued reduction in the frequency of piracy attacks, with no attacks recorded east of 65°E. By the end of the year, only three merchant vessels and their crews were held hostage. Although encouraging, this reduction in the

number of attacks should be taken in the context that the desire of pirates and the potential for piracy still remains.

Two issues of significance emerged during 2012: the increase in the number of seafarers held ashore in Somalia once a hijacked vessel had been released; and the need for a standardisation of procedures for the shipboard deployment of PMSCs. The increased number of hostages held ashore has been due to a variety of reasons, including abandonment, a pressure from pirates to increase ransoms, and political issues aimed at several nations where pirates have been convicted. The net effect has been to increase efforts related to humanitarian response, and OCIMF has been working with Working Group 3 of the Contact Group on Piracy off the Coast of Somalia (CGPCS) in this respect. With regard to the standardisation of procedures for the deployment of PMSCs, the IMO worked with the International Organization for Standardization to produce the ISO Publicly Available Specification 28007: 'Guidelines for Private Maritime Security Companies (PMSC) providing privately



*The 4th edition of the joint OCIMF/industry handbook, Best Management Practices for Protection against Somalia Based Piracy, provides essential basic information to help counter the threat from piracy off the coast of Somalia.*

*contracted armed security personnel (PCASP) on board ships'. The completed Guidelines were delivered in November 2012.*

The fourth edition of *Best Management Practices for Protection against Somalia Based Piracy (BMP4)*, published as a free handbook to assist ship owners and operators preparing for a transit through the region, continues to be widely utilised by merchant shipping. In the first quarter of 2012, and in addition to the 50,000 copies previously distributed, OCIMF arranged for a further 15,000 copies to be published which were then distributed directly to ports within the high risk area.

OCIMF continues to work closely with EUNAVFOR, UKMTQ, NATO, Combined Maritime Forces (CMF) and government departments in the UK, EU and the USA in relation to piracy issues.

To assist member companies, OCIMF continues to have regular piracy telephone







conferences, supported by EUNAVFOR and NATO, to increase awareness and improve the safety of operating vessels in the region.

OCIMF member companies have continued to supply Master Mariners to act as Merchant Navy Liaison Officers (MNLOs) to work with the UK Maritime Trade Operations (UKMTO) office in Dubai, a role which combines the briefing of merchant vessels with effective military liaison. Both the military and industry see this role as essential in the continuing efforts to raise awareness of best management practices.

OCIMF has participated actively in the UN Contact Group on Piracy off the Coast of Somalia (CGPCS) and its work groups. Working Group 1 of the CGPCS focuses on the coordination of operations and the military response to the changing modus operandi of Somali pirates. The same Working Group is also involved with capacity building efforts in Somalia itself, which is seen as essential to eliminating piracy in the long term. The Transitional Federal Government handed over power to a properly elected government in the third quarter of 2012, and it is hoped that, with assistance, the fledgling government can achieve stability in the region, although this must be taken in a long-term context since many challenges remain. Working Group 3 focuses primarily upon humanitarian issues for the seafarer and their families, and OCIMF has been involved in raising awareness in this area.



*While the number of incidences of piracy have continued to fall off the Somali coast, piracy has been escalating off the coast of West Africa, particularly in the Gulf of Guinea.*

OCIMF is acutely aware that piracy is escalating in other areas of the world, and is particularly concerned about the incidents of piracy and armed robbery off the coast of West Africa. OCIMF has been actively working with governments and organisations, including the IMO, to improve the maritime security situation in the Gulf of Guinea by encouraging the development of a regional Maritime Trade Information Sharing Centre, (MTISC GoG). In the second quarter of 2012, a Piracy Focus Group for the Gulf of Guinea (PFG GoG) was established and now meets regularly by telephone conference call.

In relation to the Malacca Straits and the South China Sea, OCIMF continues to work closely with the Singapore Information Fusion Centre.

# International Maritime Organization (IMO)

'Safe, secure and efficient shipping on clean oceans'



The IMO is the United Nations' specialised agency with responsibility for improving maritime safety and preventing pollution from ships. The IMO's main task has been to develop and maintain a comprehensive regulatory framework for shipping, and its remit today includes safety, environmental concerns, legal matters, technical cooperation, maritime security and the efficiency of shipping. At the end of 2012, the IMO had 170 Member States and 3 Associate Members.

## IMO 2012

2012 was another busy year for the IMO. The key focus for the year was on the safety of passenger shipping today and into the future, and the theme for 2012 was 'IMO: One hundred years after the Titanic'. September marked the 35th celebration of World Maritime Day, which was observed at the annual reception held during the week of 24–28 September 2012 at IMO's

headquarters in London; the parallel event this year was held in Bahrain on 17–18 October 2012.

Work on climate-related matters (greenhouse gas (GHG) and sulphur dioxide emissions from ships, etc.) continued throughout 2012, and the long-standing issue of piracy remained a priority despite the decrease in numbers of attacks and hijackings in the Gulf of Aden. There was also a renewed focus on internal matters, as the IMO Council endorsed, in principle, a restructuring of IMO's Sub-Committees to better address technical and operational issues covered by IMO regulations, and to ensure that the Organization continues to meet current and future challenges in a forward-looking, efficient and cost-conscious manner.

A summary of the key points discussed and progressed at the Council and various Committee/Sub-Committee meetings follows below.

## IMO Council: 109th Session

The 109th session of IMO Council was held at the IMO headquarters in London on 5–9 November 2012.

A key focus of the meeting was the proposal by Secretary-General Mr Koji Sekimizu to review and reform certain aspects of the Organization to improve cost and operational efficiency:

- It was proposed that the number of Sub-Committees be reduced from nine to seven, potentially saving four meeting weeks per biennium. This matter was discussed in depth and was widely accepted as being an important step forward for the IMO, albeit that such reforms may present significant challenges in meeting the demands of current and future workloads.
- Proposals were also made to reform the working practices affecting the Committees' Guidelines, by:
  - removing the restriction on the combination of the five Ad Hoc Working Groups at any session of the Sub-Committees; and
  - limiting the number of items considered at any session to a maximum of 10, and reducing the length of the reporting format.
 However, these proposals were rejected by the Council in view of their potentially unfair effect on smaller delegations.

Whilst it was accepted that reducing the number of Sub-Committees and meeting weeks may bring significant financial benefits, it was also recognised that the Organization will still have to deal with the same number of items and the same reporting system, which will not be easy. As an example, the Council itself had 17 Agenda items, debated 7, and endorsed 7 others in a package without any discussion in one minute, and still found it necessary to carry forward 2 items to the next Session.



Of particular interest in connection with the reduction of GHG emissions from ships was a document submitted by the delegations from India and Saudi Arabia, entitled *Possible incompatibility between WTO rules and Market-Based Measures (MBM) for international shipping* (MEPC 64/5/3). The document details concerns about potential incompatibilities between the proposed market-based measures to reduce GHG emissions, and the principles of 'National Treatment' and 'Most Favoured Nation'. The Council instructed the IMO Secretariat to seek clarification from the World Trade Organization (WTO) on this matter.

## Marine Environment Protection Committee (MEPC): 64th Session

The 64th Session of the Marine Environment Protection Committee (MEPC 64) was held at the IMO headquarters in London from 1–5 October 2012, under the chairmanship of Andreas Chrysostomou (Cyprus).

The focus of the meeting was split between the political and technical considerations associated with the amendments to chapter 4 of MARPOL Annex VI, which include new requirements mandating the Energy Efficiency Design Index (EEDI) for new ships, and the Ship Energy Efficiency Management Plan (SEEMP) for all ships.

### The political debate

Regulation 23 of MARPOL Annex IV, chapter 4 requires Parties to promote the transfer of technology relating to the improvement of ships' energy efficiency to States which require assistance, particularly developing States. When the new chapter 4 was adopted at MEPC 62, it had been suggested that an MEPC resolution be considered in due course to provide a framework for the facilitation of such technology transfer and funding. The

developing countries (mainly China, Brazil, South Africa, India and Saudi Arabia) remain keen for such a resolution to be agreed and adopted. Consequently, a debate took place at MEPC 64 on the proposal for an MEPC Resolution on Promotion of Technical Co-operation and Transfer of Technology relating to the Improvement of Energy Efficiency of Ships, and a working group was tasked to develop the text for a draft resolution. After four full days of hard work, the group failed to reach a consensus on three key issues which continue to be extremely difficult to reconcile, namely:

1. inclusion of the CBDR (Common but Differentiated Responsibility) principle;
2. definition of technology transfer; and
3. funding.

Ultimately it was agreed that the text of the draft resolution would be used as a basis for further consideration with a view to finalisation and adoption of the resolution at MEPC 64 in May 2013.

### The technical discussions

Three key technical issues were considered at MEPC 64, namely:

1. EEDI;
2. ballast water management (BWM); and
3. greenhouse gases.

### Energy Efficiency Design Index

The MEPC approved/adopted the following guidance and interpretations in connection with the EEDI:

- approval of a Unified Interpretation (UI) for the definition of 'new ships' for EEDI under regulations 20.1 and 21.1 of MARPOL Annex VI;
- approval of the UI for 'major conversion' under the same regulations mentioned above;
- approval of the UI on the timing for existing ships to have on board a SEEMP, in accordance with Regulations 5.44 and 22.1 of MARPOL Annex VI;
- approval, subject to a concurrent decision by MSC 91, of the draft MEPC-MSC Circular for the interim



... International Maritime Organization (IMO)

guidelines for determining minimum propulsion power to maintain the manoeuvrability of ships in adverse conditions, on the basis of the paper co-sponsored by OCIMF;

- approval of the draft interim guidelines for the calculation of the coefficient  $f_w$  (a non-dimensional coefficient indicating the decrease of ship speed in representative sea conditions) for trial use;
- adoption of the draft UI for section 2.3 of the supplement to the International Air Pollution Prevention (IAPP) certificate;
- adoption, by resolution MEPC 224(64), of the amendments to the 2012 Guidelines on the method of calculation of the attained EEDI for new ships (resolution MEPC.212(63));
- approval of the amendment to the 2012 Guidelines on survey and certification of the EEDI (resolution MEPC.214(63)), to update a footnote referring to International Towing Tank Conference (ITTC) Recommended Procedure 7.5-04-01-01.2 as the preferred standard.

### **Ballast water management**

Ratification of the BWM Convention remains a major issue, with both political and technical considerations still on the agenda. Whilst many governments remain keen for the Convention to enter into force as soon as possible, the political will of others to ratify the Convention still appears to be lacking. Three more States (Denmark, Niue and the Russian Federation) have acceded to the BWM Convention since MEPC 63, and a further three countries (Germany, Belgium and Argentina) indicated that they would be in a position to ratify the Convention 'in the near future'. For the treaty to enter into force, it requires no less than 30 States, representing 35% of the gross tonnage of the world's merchant shipping, to become Parties to it; when Germany, Belgium and Argentina complete their ratification, this will raise the current representative figure to 31%.

However, no other countries that are significant in terms of the size of fleet have

yet indicated their wish to ratify. It therefore seems unlikely that the required level of support will be received to enable the Convention to enter into force by 2015 in accordance with the Secretary-General's plea. However, the responses of some Asiatic countries with which Mr Sekimizu held talks during the summer of 2012 are still awaited.

Concern was expressed by some delegations that, when the Convention does eventually come into force, there will be considerable pressure on a great many vessels to have BWM systems installed at very short notice. It was proposed that a 'grace period' of up to five years could be considered for existing ships, although this was opposed by some delegations on the basis that a sufficient number of type-approved systems are available now and are already being installed.

It was therefore decided that a correspondence group be established to try





to find a political solution to these concerns. The delegation of Japan was requested to produce draft terms of reference for the correspondence group, and these terms were subsequently agreed. The correspondence group will develop a draft Assembly Resolution in relation to the implementation of regulation B-3 (compliance with exchange and treatment standards on board ships) of the Convention, with a view to adoption of the Resolution at the 28th Session of the Assembly in December 2013.

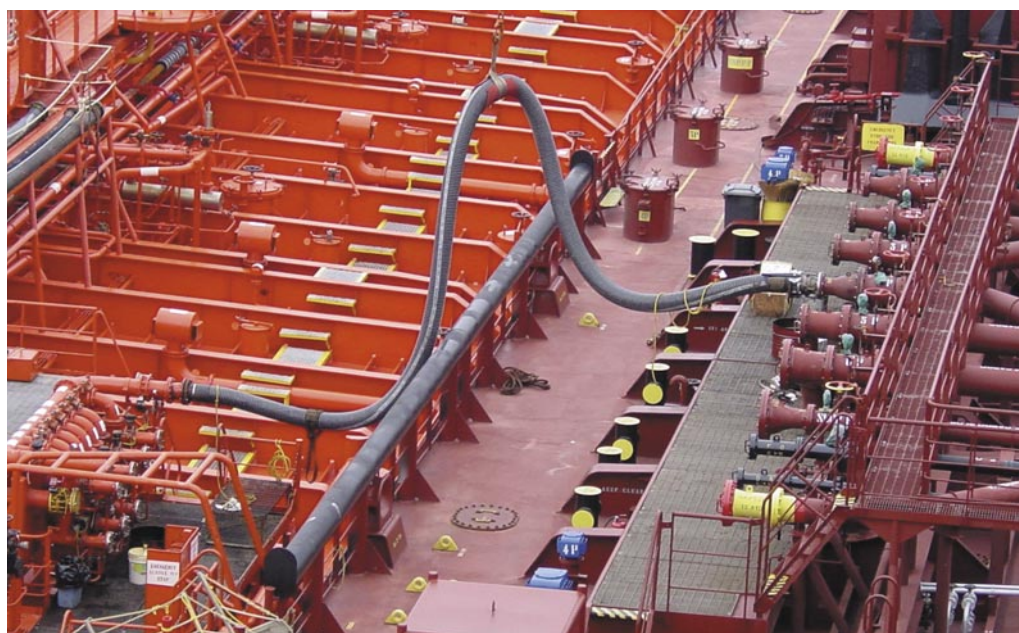
On a more technical level, concerns were noted about the reliability of some existing type-approved ballast water management systems, and their ability to operate consistently in all normal water conditions. It was also noted that one system had already been withdrawn from the market due to reliability issues. Consideration was therefore given to possible amendments to the *Guidelines for approval of ballast water management systems (G8)*, but it was eventually decided that no amendments to the Guidelines were necessary at this time.

#### **Greenhouse gas emissions**

The discussion on matters relating to the emission of greenhouse gases from ships, including market-based measures, reduction targets, etc. was deferred until the 65th meeting of the MEPC, currently scheduled for May 2013.

## **Maritime Safety Committee (MSC): 91st Session**

The MSC held its 91st Session at the Organization's headquarters in London from 26–30 November, under the Chairmanship of Christian Breinholt (Denmark). The main points of interest discussed at MSC 91 are outlined below.



#### **Interim Guidelines for determining minimum propulsion power to maintain the manoeuvrability of ships in adverse conditions**

After considerable deliberations, the MSC approved the draft MSC-MEPC circular, *Interim Guidelines for Determining Minimum Propulsion Power to Maintain the Manoeuvrability of Ships in Adverse Conditions* (MSC-MEPC.2/Circ.11), a topic co-sponsored by OCIMF. The purpose of the interim guidelines is to assist with the process of verifying that tankers, bulk carriers and combination carriers complying with EEDI requirements have sufficient installed propulsion power to maintain manoeuvrability in adverse conditions, as specified by regulation 21.5 in chapter 4 of MARPOL Annex VI.

Disagreement by the delegations of China and Greece was noted with regard to some of the figures used in the interim guidelines. Greece expressed the view that the figures assigned for certain ship types would not protect the safety of those ships in adverse weather conditions because the maximum continuous revolution (MCR) of their

engines could be up to 30% lower than the MCRs of typical bulk carriers currently being built. Greece is considering carrying out an independent study and stated that they would provide their results as and when available.

Concern was also expressed by the delegation of The Netherlands, who felt that the minimum power values stated in the interim guidelines would, in their view, provide a very low margin for bulk carriers below 20,000 DWT, and that if the figures were applied to newly built tankers below 20,000 DWT it would result in such vessels being non-compliant, regardless of the fact that these ships were already designed for optimum energy efficiency. The Committee held that this should not be an issue, at least for the interim period, because regulation 21 of the MARPOL Convention, concerning the required EEDI, does not apply to such vessels until 1 January 2015.

Ultimately it was agreed that the interim guidelines can be used until improved guidelines become available.

... International Maritime Organization (IMO)

### Piracy and armed robbery on ships

The MSC reviewed the latest statistics on piracy and armed robbery (Secretariat paper MSC.91/17) and noted the encouraging decline in the number of attacks and hijackings taking place in the Gulf of Aden since May 2012. Regrettably, this decline is not reflected in the Gulf of Guinea, where the number of violent attacks has been on the increase.

The use of armed personnel on board ships appears to have been an effective deterrent in many cases. It is nevertheless recognised that the presence of weapons on board vessels transiting international waters presents a number of concerns. In an effort to ensure the safety and reliability of such measures, it was agreed at MSC 90 in May 2012 that the Committee would provide input to the International Organization for Standardization (ISO) on the development of guidelines for the shipboard deployment of armed security guards. The result of this work was the ISO Publicly Available Specification (PAS) 28007: 'Guidelines for Private Maritime Security Companies (PMSC) providing privately contracted armed security

personnel (PCASP) on board ships'. The completed ISO/PAS 28007 guidelines were presented at MSC 91 and passed without comment. It was agreed that the ISO will provide an update to the guidelines at MSC 92 in June 2013, but in the meantime, Member States are encouraged to present the ISO guidelines to their national standard bodies for their consideration.

### Proposals for the review and reform of the IMO

A lengthy and heated debate was held on the Secretary-General's initiative for a review and reform of the IMO. The proposed initiative potentially involves a reduction in the number of Sub-Committees from nine to seven and a reprioritisation of the guidelines for addressing agenda items, in an effort to improve both the efficiency and cost-effectiveness of the Organization's operations.

Delegations from some small and/or developing countries, including Malta, the Cook Islands, Vanuatu and Kiribati expressed strong disagreement with the proposals, while the delegations from some of the

bigger countries, including Brazil, Venezuela, China, Cyprus, Argentina and others, stressed that such a move should be approached with considerable caution. The consensus was that any decisions on the implementation of the initiative should be postponed until a future date, as yet to be specified. Despite the support of the developed countries (USA, Norway, Sweden, UK, Japan and others) it appeared likely that widespread support for the initiative may prove to be more difficult to achieve than anticipated. It was eventually agreed that the Secretariat would gather detailed information on the proposed initiative and present their findings in a paper for discussion at MEPC 65 and MSC 92, to be held in May and June 2013, respectively. The information requested includes:

- the potential savings that may be achieved;
- details of the cost-benefit analysis;
- the Terms of Reference of the new Sub-Committees;
- the proposed names of the new Sub-Committees; and
- the agenda for the next biennial and post biennial IMO meetings.







Several delegations requested that the paper be made available well in advance of the forthcoming MEPC and MSC meetings to enable them to prepare an adequately informed response.

## Legal Committee (LEG): 99th Session

The 99th Session of the IMO Legal Committee (LEG 99) was held on 16–20 April 2012, under the chairmanship of Kofi Mbiah (Ghana).

The Committee adopted the amendments to the 1966 Protocol to the Convention on Limitation of Liability for Maritime Claims. The amendments increase the limits of liability under the Convention by 51 per cent.

At LEG 97 in November 2010 it had been suggested by the delegation of Indonesia that consideration be given to the inclusion of a new item in the Committee's work programme, to address liability and compensation issues for transboundary pollution damage resulting from offshore oil exploration and exploitation activities. There was a lengthy and heated debate

on this issue at LEG 99, after which it was generally agreed that bilateral and regional arrangements are the most appropriate ways to address this issue and that no stand-alone instrument or international Convention is necessary at the present time. The Committee agreed to inform Council that it required more time to assess the issue, and the delegation of Indonesia stated that they would continue to coordinate informal discussions on the matter.

## Sub-Committee on Standards of Training and Watchkeeping (STW): 43rd Session

The Sub-Committee held its 43rd Session on 30 April to 4 May 2012, under the Chairmanship of Rear Admiral Peter Brady (Jamaica).

### Validation of model training courses

The following model courses were validated, as amended, and instruction was given for these to be finalised and published at the earliest opportunity:

- Operational use of Electronic Chart Display and Information Systems (ECDIS)
- Security awareness training for seafarers with designated security duties
- Security awareness training for all seafarers
- Ship security officer
- Training the simulator trainer and assessor.

### E-navigation strategy— implementation plan

The Sub-Committee agreed that, because E-navigation is still under development, it was too premature to define Computer-Based Training (CBT) requirements related to E-navigation at this stage. Consideration was given to the remaining gaps relevant to training, and a final draft list of gaps was endorsed with a view to submission at NAV 58 in July 2012, for final consideration.

### 2010 Manila Amendments

It was noted that an agreement had been made at MSC 89 in May 2011 for a future planned output on the development of guidance for the implementation of the 2010 Manila Amendments to the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (the STCW Convention), and its associated Code. The Sub-Committee established a working group (see below) to produce a report on matters relating to the development of such guidance, and the report was completed and approved in general. The target year for completion of the guidance is 2014.

### *Working group on 'Development of guidance for the implementation of the 2010 Manila Amendments'*

A working group was established to consider four issues relating to the development of guidance for the implementation of the 2010 Manila Amendments, and to develop circulars on appropriate guidance for further consideration. Circulars were drafted on the following topics:

... *International Maritime Organization (IMO)*

- Procedures regarding the consideration of information communicated in accordance with article IV and regulation I/7 of the STCW Convention and section A-I/7 of the STCW Code (MSC Circular MSC/Circ.796/Rev.1).
- Guidance on the preparation, reporting and review of independent evaluations and steps taken to implement mandatory amendments required by regulations I/7 and I/8 of the STCW Convention, and sections A-I/7 and A-I/8 of the STCW Code (MSC Circular MSC/Circ.997).
- Guidance on arrangements between parties to allow for recognition of certificates under regulation I/10 of the STCW Convention (MSC Circular MSC/Circ.997).
- Guidance on ECDIS training (Circular STCW.7/Circ.18).

The report of the working group (STW 43/WP.4) was approved in general at the meeting, and the Circulars were endorsed by the Sub-Committee.

#### **VTS Training for Navigation Officers**

A proposal was made by the International Association of Marine Aids to Navigation and Lighthouse Authorities (IALA) to develop guidance for officers in charge of navigational watch, in relation to vessel traffic services (VTS) procedures. However, after some discussion it was ultimately agreed that there was no need to develop the guidance at this time.

#### **Hours of rest**

The delegation of Brazil sought clarification on the application of paragraph 3 of section A-VIII/1 of the STCW Code, relating to hours of rest provisions. After discussion of the various points raised, it was held that the provisions of the Code were sufficiently clear and that there was no need to develop additional guidance on this topic.

## **Sub-Committee on Bulk Liquids and Gases (BLG): 16th Session**

BLG 16 was held under the chairmanship of Sveinung Oftedal (Norway).

- A correspondence group was tasked to:
  - develop a definition for black carbon emissions from international shipping;
  - consider the most appropriate method of measuring black carbon emissions from international shipping; and
  - identify possible control measures for black carbon emissions from international shipping.

The group was requested to submit its findings at BLG 17 on 4–8 February 2012.

- The topic of 'casualty analysis' had been on the agenda for BLG 16, and it was something of a surprise that no papers had been submitted on this subject. An intervention by OCIMF drew the attention of the Sub-Committee to two recent

explosions on sub-8,000 DWT oil tankers, resulting in a total of eight lives lost and six missing. It was also noted that, between 2005 and 2012, a total of 83 instances of fire and explosion have occurred on vessels carrying bulk liquids and gases, resulting in the loss of 21 lives. This information highlighted the need for a robust investigation into the two recent incidents so that lessons can be learnt for the benefit of everybody in the industry. The ensuing discussion also highlighted the importance of inert gas systems to reduce the flammability of on-board storage tanks.

- The Sub-Committee considered the outcome of the informal intercessional work done since BLG 15 on the development of the draft Code for the transport and handling of limited amounts of hazardous and noxious substances in bulk in offshore support vessels (the OSV Chemical Code). Several topics were identified for further





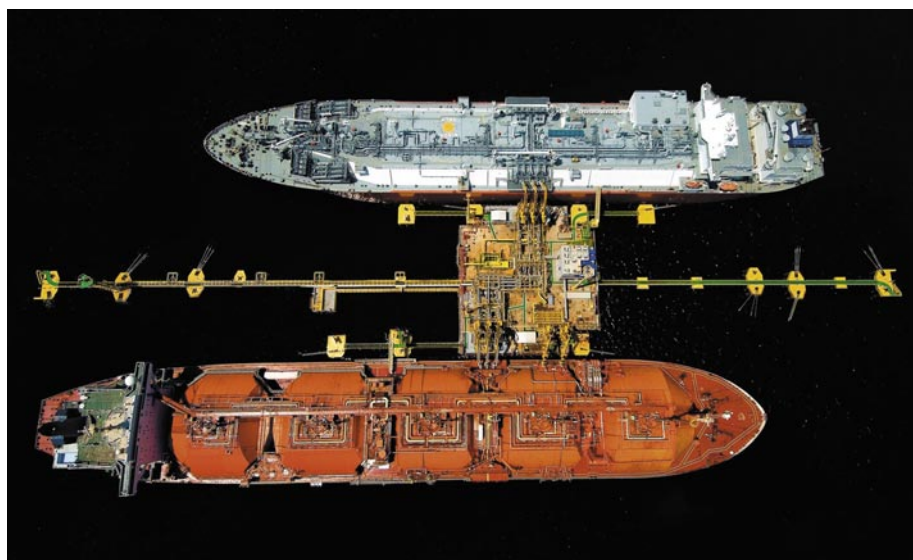


discussion, and a correspondence group was established to take into account the comments made and to prepare the draft Code to be submitted along with a written report to BLG 17 (held in February 2013). OCIMF participated in the correspondence group.

## Sub-Committee on Dangerous Goods, Solid Cargoes and Containers (DSC): 17th Session

- The Sub-Committee agreed, in principle, to the draft amendments to SOLAS Regulation III/19 to mandate enclosed space entry and rescue drills, for submission to MSC 91 with a view to adoption. The amendments require drills to be carried out every two months for both entry into enclosed spaces and for the rescue of personnel from such spaces.
- It was recognised that similar drill requirements are necessary for other vessels not covered by the SOLAS Convention. Accordingly, the draft amendments to the 1994 and 2000 HSC Codes, the DSC Code and HSC Codes were agreed for submission to MSC 91 with a view to adoption.

- Consideration was given to document DSC 17/5/1 which proposed a new draft SOLAS Regulation XI-1/7 mandating the carriage of instruments for measuring the oxygen content of air in enclosed spaces. After a lengthy discussion, a working group was established to prepare a draft justification for a new unplanned output to develop mandatory requirements for the carriage of appropriate atmosphere testing instruments on board ships, for submission at MSC 91 and subsequent follow-up at DSC 18.



## Sub-Committee on Safety of Navigation (NAV): 58th Session

The 58th Session of the Navigation and Routing Sub-Committee took place on 2–6 July 2012.

- The Sub-Committee approved a total of 15 new and amended ships' routing measures, for submission to the MSC for adoption.
- Significant further progress was made on the implementation plan for an E-navigation strategy to integrate existing and new navigation tools in a user-friendly system to enhance navigational safety.
- The Sub-Committee approved a circular (SN.1/Circ. 312) on operating anomalies that have been identified in some electronic chart display and information systems (ECDIS). The circular provides a list of known anomalies, and highlights the importance of maintaining ECDIS software to ensure that operating capability and reliability are maintained, and to encourage appropriate checks to be made with the respective manufacturers wherever necessary.

# Programme of IMO meetings for 2013

The following is a list of meetings of the IMO Committees and Sub-Committees, plus IOPC meetings held at IMO headquarters

Date	Meeting	Location	Session
7–11 January	Sub-Committee on Fire Protection (FP)	IMO	56
21–25 January	Sub-Committee on Radiocommunications and Search and Rescue (COMSAR)	IMO	17
4–8 February	Sub-Committee on Bulk Liquids and Gases (BLG)	IMO	17
18–22 February	Sub-Committee on Stability and Load Lines and on Fishing Vessels Safety (SLF)	IMO	55
4–8 March	Sub-Committee on Flag State Implementation (FSI)	IMO	21
18–22 March	Sub-Committee on Ship Design and Equipment (DE)	IMO	57
8–12 April	Facilitation Committee (FAL)	IMO	38
15–19 April	Legal Committee (LEG)	IMO	100
22–26 April	IOPC Funds	IMO	
29 April–3 May	Sub-Committee on Standards of Training and Watchkeeping (STW)	IMO	44
13–17 May	Marine Environment Protection Committee (MEPC)	IMO	65
12–21 June	Maritime Safety Committee (MSC)	IMO	92
10–12 July	Technical Co-operation Committee (TC)	IMO	63
15–19 July	Council	IMO	110
2–6 September	Sub-Committee on Safety of Navigation (NAV)	IMO	59
16–20 September	Sub-Committee on Dangerous Goods, Solid Cargoes and Containers (DSC)	IMO	18
14–18 October	35th Consultative Meeting of Contracting Parties (London Convention 1972) 8th Meeting of Contracting Parties (London Protocol 1996)	IMO	
21–25 October	IOPC Funds	IMO	
21–22 November	Council (Extraordinary Session)	IMO	27
25 November	Assembly	IMO	28
4–5 December	Council	IMO	111

## Intersessional meetings \*

28–31 January	Council Working Group on Prioritization	IMO	
26 February–1 March	Expert Workshop on the update of the GHG emissions estimate for international shipping	IMO	
11–13 March	Joint Working Group on the Member State Audit Scheme (JWGMSA 6)	IMO	6
22–26 April	IMDG Code Editorial & Technical Group	IMO	19
29 April–3 May	OPRC-HNS Technical Group	IMO	15
23–27 September	IMDG Code Editorial & Technical Group	IMO	20
23–27 September	ICAO/IMO Joint Working Group on Search and Rescue (SAR)**	Amsterdam	20
30 Sept–4 Oct	Ad Hoc Council Working Group on the Organization's Strategic Plan (CWGSP)	IMO	13
14–18 October	Joint IMO/ITU Experts Group on Maritime Radiocommunication Matters**	IMO	9
21–25 October	BLG Working Group on the Evaluation of Safety and Pollution Hazards of Chemicals (ESPH 19)	IMO	

## Intersessional meetings convened within the framework of the London Convention and Protocol \*

27–31 May	LC Scientific Group	Buenos Aires, Argentina	36
	LP Scientific Group	Buenos Aires, Argentina	7
14–16 October	LP Compliance Group	IMO	6

## Other meetings\*

July	Sixth IMO Workshop for PSC MoU/Agreement Secretaries and Database Managers	IMO	
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\* Meetings to be held without interpretation and with documentation in original language only

\*\* Pending approval by MSC 92.



# International Oil Pollution Compensation (IOPC) Funds

In 2012 the IOPC Funds held meetings at the IMO headquarters in London on 24–27 April and 15–19 October.

The meetings of the IOPC Funds continue to have a shorter agenda than in recent years, reflecting the encouraging reduction in the number of incidents and claims against the Funds.

## Major/recent incidents

### *Plate Princess*

In 1997, the *Plate Princess* spilled some 3.2 tonnes of crude oil, contained within 8,000 tonnes of ballast water, whilst loading cargo at an oil terminal in Puerto Miranda (Venezuela). An expert from the International Tanker Owners Pollution Federation Ltd (ITOPF) attended the site 11 days after the spill, on behalf of the 1971 Fund, and advised that there were no signs of oil pollution in the immediate vicinity of where the *Plate Princess* had been berthed at the time of the incident. The Fund continues not to make any payment in respect of the claim and to oppose the enforcement of the £57.2 million judgement of the Venezuelan Supreme Tribunal. The Fund also instructed the IOPC Fund Director to defend the interests of the fund against any court actions in Venezuela.

### *Alfa 1*

In 2012, the single-hull tanker *Alfa 1*, built in 1972, hit a marked wreck while crossing Elefsis Bay near Piraeus, Greece. The impact punctured the bottom hull plating of *Alfa 1* over a length of some 30 metres. Shortly thereafter, the *Alfa 1* listed over onto her starboard side and sank. At the time of the incident, the *Alfa 1* was said to be loaded with some 2,070 tonnes of cargo. The exact amount and specifications of the cargo and bunkers on board at the time of the incident are not known. After sinking, an unknown quantity of oil was released from the tanker. The tanker had a policy limited to €2 million which did not cover persistent oil. The clean-up contractors have submitted a claim to the shipowner for €13.3 million. Further investigations into the incident were

instigated to enable a decision to be made as to whether to authorise the IOPC Fund Director to start making payments in respect of the incident.

### HNS Convention

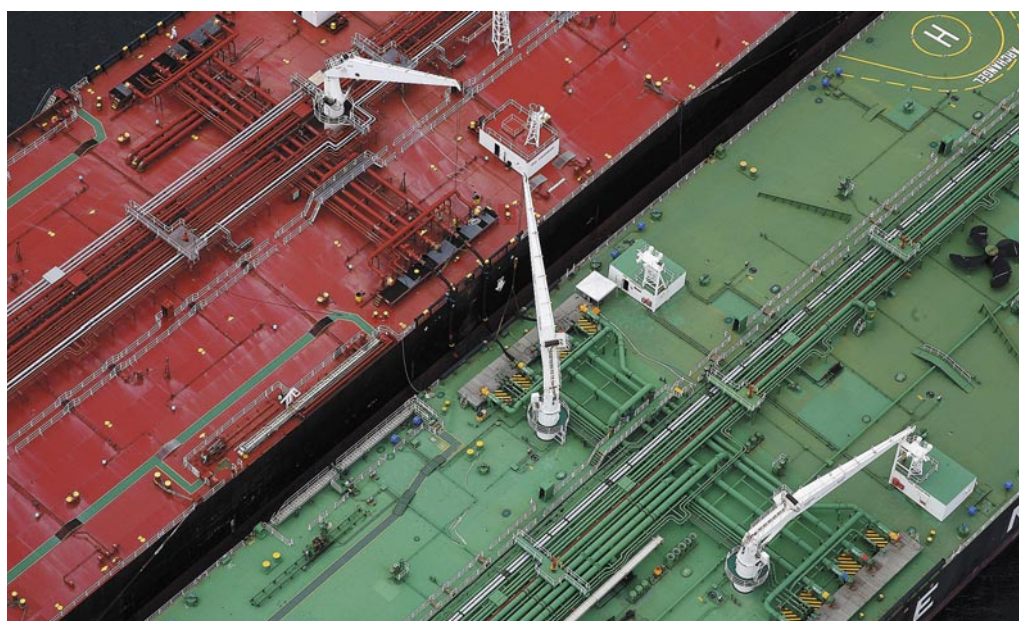
The International Convention on Liability and Compensation for Damage in Connection with the Carriage of Hazardous and Noxious Substances (HNS Convention) was adopted by a Diplomatic Conference in May 1996. The Convention aims to ensure adequate, prompt and effective compensation for damage to persons and property, costs of clean-up and reinstatement measures, and economic losses caused by the maritime transport of hazardous and noxious substances.

At its 95th Session held on 30 March to 3 April 2009, the IMO Legal Committee agreed a new draft Protocol to the HNS Convention, which will address practical problems that have prevented many States from ratifying the Convention. The draft Protocol was considered at a Diplomatic Conference at the IMO on 26 April 2010, and was subsequently adopted. The 2010

HNS Protocol will enter into force 18 months after the date on which it is ratified by at least 12 States, including 4 States each with not less than 2 million units of gross tonnage, and having received during the preceding calendar year a total quantity of at least 40 million tonnes of cargo that would be contributing to the general account.

Where damage is caused by packaged HNS, or by both bulk HNS and packaged HNS, the maximum liability for the shipowner is 115 million SDR (US\$172.5 million). Once this limit is reached, compensation would be paid from the second tier, the HNS Fund, up to a maximum of 250 million SDR (US\$375 million) (including compensation paid under the first tier). The Fund will have an Assembly, consisting of all States Parties to the Convention and Protocol, and a dedicated secretariat. The Assembly will normally meet once a year.

By the end of 2012, Canada, Denmark, France, Germany, Greece, The Netherlands, Norway and Turkey had signed the 2012 HNS Protocol, subject to ratification.



# OCIMF Programmes

## Ship Inspection Report (SIRE) Programme

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

The number of reports submitted moved upward with more than 10,000 reports being requested each month compared with 9,000 in the previous year. Currently, 20,000 tanker reports and 6,000 barge reports are available.

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

Highlights for 2012 include: planning for the new Harmonised Vessel Particulars Questionnaire (HVPQ) in conjunction with CDI; Auditor payments; and improvements to web services (expanded to include operator and crew matrices inputs/exports).

ISO 9001:2008 member audits and BSI audits took place successfully; no major non-conformities were identified during the year.

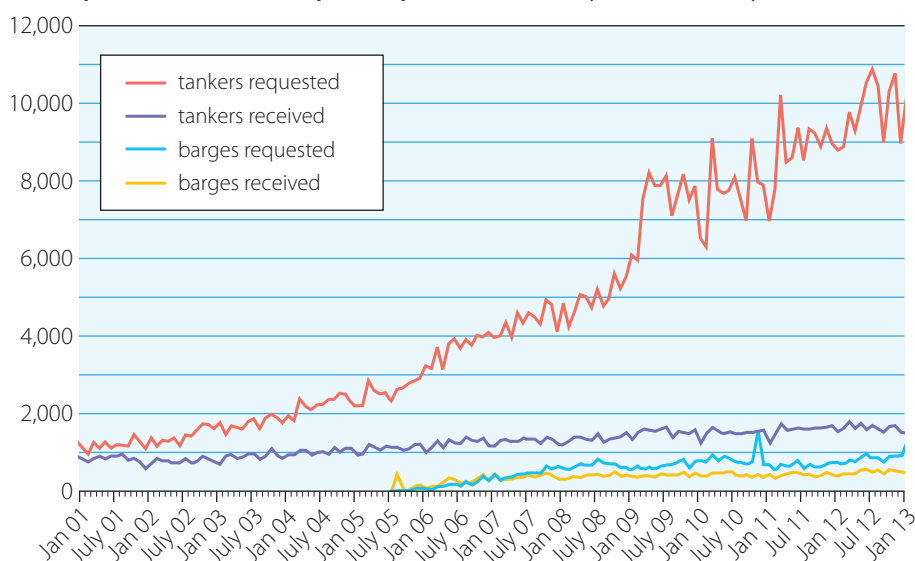
### SIRE compliance

Inspector ethics, behaviour and conflicts of interest were given due attention during 2012 to ensure that the integrity of the SIRE system is maintained. During 2012, some 120 potential conflicts of interest were declared for review. After due consideration, some of these were deemed not to be conflicts, but inspectors are encouraged to submit potential conflicts if in any doubt to ensure full and open declaration.

As in recent years, all SIRE inspectors were required to electronically sign an updated Ethics Agreement and declaration at the beginning of the year.

Compliance issues arising during 2012 included: the alleged impolite behaviour of a SIRE inspector during inspection; and

**SIRE reports received and requested per month** (January 2001 to January 2013)



misrepresentation of inspection time. These cases were investigated and appropriate actions were taken to address the concerns.

Compliance and ethics issues have been presented and discussed at the various SIRE training courses, and at SIRE Auditors and Focus Group meetings held during the year.

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

### SIRE Focus Group

#### 20th SIRE Focus Group meeting

Chairman: Glenn Harman, ConocoPhillips  
14 March 2012, Paris, France,  
hosted by Total

#### Topics discussed:

- Proposed modifications to SIRE website report submission
- Modifications to Chapter 13 (ICE)
- Amendments to guidance for hours of rest
- Proposed changes to cargo tank inspection intervals
- Medical fitness standards proposal

#### 21st SIRE Focus Group meeting

Chairman: Glenn Harman, ConocoPhillips  
12 September 2012, Singapore,  
hosted by IMT

#### Topics discussed:

- Changes to Chairman and Vice-Chairman
- 2012 VIQ revision
- Changes to Category 2 and equivalence required in inspector grades
- Oil qualification for gas only inspectors amendment to guidelines proposal



SIRE reports published on the database are required to be of a standard and quality that accord fully with the instructions contained within the SIRE Vessel Inspection Questionnaire and the SIRE Composite Guidelines.

To facilitate the provision of feedback on published SIRE reports, a SIRE Report Feedback Facility was launched in May 2012. This functionality permits all recipient OCIMF members to submit feedback on a SIRE report that they have downloaded where it is felt that comment is warranted. Recipients are encouraged to use the feedback facility to provide comment on the compliance of any report with the requirements of the SIRE Programme. It is expected that this function will be utilised to provide both positive and negative feedback on a SIRE report. It is not expected that feedback be provided on each and every report downloaded, but that it is provided when there is some comment of value to make.

The provision of feedback to individual inspectors is an important way of preventing repeat issues and also enhancing the inspectors' overall learning and development. It is equally important to provide positive feedback so that an individual inspector is

#### OCIMF Technical Focus Group

##### 21st OCIMF Technical Focus Group meeting

Chairman: Les Morton, IMT  
14 March 2012, Paris, France,  
hosted by Total

##### Topics discussed:

- Web system performance
- VIQ5 amendments
- TMSA2 update
- MTIS implementation and web services
- OVMSA introduction
- Communications and processes

##### 22nd OCIMF Technical Focus Group Meeting

Chairman: Les Morton, IMT  
12 September 2012, Singapore,  
hosted by BG

##### Topics discussed:

- Update for the VIQ5 programme and web services
- One page report submission
- Implementation of the 30-day rule
- Changes in OCIMF personnel
- MTIS launch and enhancements

aware that quality work is being produced. The feedback received is recorded against an inspector's profile within the database and is visible to the inspector concerned once the issue is closed.

On submitting feedback, an auto email alert is generated to advise the OCIMF Compliance Manager and OCIMF Training and Accreditation Manager that feedback has been submitted for review. This then starts the process of investigating and following up on the feedback. This is normally conducted with the submitting

OCIMF member company and not directly with the inspector. Upon review by the OCIMF Secretariat, the feedback submitter receives an auto email advising that the feedback has been reviewed and detailing the nature of the follow-up.

At the end of December 2012, 132 feedback comments had been submitted into the system, of which 112 comments have been closed out following satisfactory response and action by the submitting companies.

SIRE report quality is monitored on an ongoing basis. A number of cases of below-standard reports were followed up with both the submitting members and inspectors concerned.

During the year all inspectors were reminded through respective submitting members about the quality of reports and the requirement to check the reports for errors and mistakes prior to being published on the database. Submitting members are also reminded of their obligation to check the content of reports prior to submission.

All report recipients are encouraged to bring issues regarding SIRE report quality to the attention of the OCIMF Compliance Manager.

#### SIRE User Group

##### 4th SIRE User Group meeting

Chairman: Les Morton, IMT  
14 March 2012, Paris, France,  
hosted by Total

##### Topics discussed:

- SIRE programme updates
- Using the redesigned SIRE website
- Compliance and ethics update
- Feedback from users of the SIRE system—open discussion
- Requests for future enhancements

##### 5th SIRE User Group meeting

Chairman: Les Morton, IMT  
12 September 2012, Singapore,  
hosted by IMT

##### Topics discussed:

- SIRE programme updates
- Modification made as recommended at the last meeting
- Using the redesigned SIRE website
- New VIQ5
- Feedback from users of the SIRE system—open discussion
- Requests for future enhancements

## ... OCIMF Programmes



### SIRE inspector accreditation

The SIRE Inspector Training and Accreditation Programme was introduced in September 2000 and was expanded in 2005 to include: small tankers (Category 2 vessels); and barges, vessels utilised for towing vessels carrying petroleum products, and vessels carrying packaged cargoes (collectively referred to as Category 3 vessels).

At the same time, inspector qualifications, experience and accreditation procedures for the original SIRE Inspection Programme (Category 1 inspectors) were updated to address the inspection of Category 2 and Category 3 vessels, and new Category 2 and Category 3 inspector categories were introduced.

As of 1 January 2013, 578 SIRE inspectors were accredited under the Programme (467 Category 1, 6 Category 2 and 105 Category 3).

Prospective inspectors are selected by OCIMF member organisations; OCIMF plays

no role in the selection of prospective inspectors. Nominees for Category 1 or Category 2 accreditation are required to familiarise themselves with the inspection processes by attending actual SIRE inspections in the company of SIRE-accredited inspectors prior to attending an OCIMF SIRE Inspector Training Course. Each course concludes with formal written examinations for the inspection of oil tankers and, if applicable, also for the inspection of chemical tankers or gas carriers.

To complete the initial accreditation process, prospective inspectors who are successful in the written examinations must also be successfully audited during an inspection. The SIRE accreditation process is cyclical and each accreditation period runs for three years. Every accredited inspector must submit a minimum number of inspection reports each year, attend at least one refresher course, and successfully complete an audited inspection cycle during each three-year accreditation cycle.







### **Regional Category 3 accreditation**

Following the successful introduction of a formalised accreditation programme for Category 3 inspectors in the Americas in 2007, the region was re-aligned in 2008 to provide separate North American (USA and Canada), and South and Central American regions. Both of these regions are under the control of local SIRE Category 3 Accreditation Committees comprising OCIMF member companies whose specific regional Category 3 vessel inspection requirements are addressed. Both of these regions report big improvements in the consistency of inspections and increased participation by Category 3 vessel operators. OCIMF is confident that other regional Category 3 inspector accreditation programmes will be developed.

### **Training courses**

New inspector courses and refresher courses held during 2012 are shown in the box, above right. Five-day courses for prospective Category 1 and Category 2 Inspectors are held on an as-needed basis,

and refresher courses are timed and located to meet the requirements of those inspectors whose accreditation status needs to be maintained.

OCIMF members are alerted to the dates when new inspector courses and refresher courses are scheduled, these being published on the OCIMF website. Courses for prospective Category 3 inspectors and periodic refresher training for existing Category 3 inspectors are organised by each of the Regional Category 3 Accreditation Committees.

### **SIRE auditing inspector meeting**

The SIRE auditing inspectors are at the heart of the SIRE inspector accreditation programme. This group of highly experienced inspectors, who collectively audit approximately 170 SIRE inspectors each year, provides OCIMF with valuable feedback to further enhance SIRE.

The 2012 auditing inspector meeting was held on 13 June 2012 at the Oakley Court Hotel, Windsor, UK. Of the 30 auditors, 27 were able to attend. Several important improvements were suggested, that have since been adopted into the inspector accreditation programme.



### **SIRE new inspector and refresher courses held in 2012**

#### ***SIRE new inspector training courses***

30 January–3 February	Thailand
26–30 March	London, UK
18–22 June	USA
17–21 September	Singapore
3–7 December	UK

#### ***SIRE inspector refresher courses***

26–27 January	Singapore
22–23 March	UK
25–26 June	USA
6–7 September	UK
3–7 December	UK

### **New developments**

Changes have been made to the auditing process, whereby an inspector is no longer allowed to choose the auditor to conduct the audit. To make the system more transparent, the auditor is now selected by either the SIRE Training and Accreditation Manager, Sire Compliance Manager or the SIRE Inspector Accreditation Administrator. The process for payments for audits has also been made more transparent, and all Category 1 inspectors now pay an annual subscription fee to OCIMF to cover the costs of being audited.

... OCIMF Programmes

## Offshore Vessel Inspection Database (OVID)



OVID statistics: January–December 2012	
All inspections requested:	2002
Inspections purchased:	580
Inspections published:	1933
Number of vessels:	5070
Number of published Offshore Vessel Particulars Questionnaires (OVPQs):	3278
Number of operators:	841

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

The objective of the OVID programme is to provide a robust web-based inspection tool and database of inspection reports on vessels engaged in upstream support activities. OVID is broadly based on SIRE, with some key differences that reflect the

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

Currently, there are 654 registered OVID inspectors worldwide. Inspector

accreditation is an important part of OVID. Potential inspectors are screened for qualifications and experience, and required to attend a new inspector training course. The 2012 OVID course curriculum covers three days and is followed by an examination leading to accreditation of the inspectors.

OVID refresher courses are now under way for current inspectors. All OVID inspectors must attend a refresher course every three years to maintain their accreditation.

OVID new inspector training courses held in 2012	
22–24 January	Saudi Arabia/ Dubai, UAE
18–20 April	Jakarta, Indonesia
27–29 June	New Orleans, USA
30 July–1 August	Baku, Azerbaijan
23–25 October	Miri, Malaysia
11–13 December	London, UK
Other courses to be announced	





## Marine Terminal Information System (MTIS)

The OCIMF Ports and Terminals Committee (PTC) has for many years worked to improve safety and environmental issues at ports and terminals worldwide, with particular reference to the ship-terminal interface and ship to ship transfers.

OCIMF's Marine Terminal Information System (MTIS) is aimed at ensuring all marine terminals worldwide reach common high standards of safety and environmental protection. It is a consolidated safety system embracing the physical properties of the terminals, management systems and operator training.

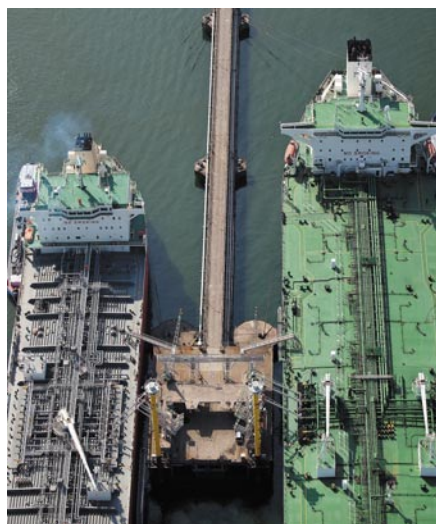
Specifically, the consolidated system embraces terminal particulars, terminal management and self-assessment, and terminal operator training.

### **Marine Terminal Particulars Questionnaire (MTPQ)**

The aim is to compile a comprehensive database of relevant information for approximately 3,500 terminals, from the hardware available, to berth measurements and transfer rates. The MTPQ was developed to collect this information in a common format using consistent units of measurement. By comparing the information generated by the MTPQ with SIRE vessel data, vessel programmers, schedulers and operators will be better able to assess the compatibility of ships and terminals and ensure safe operation and environmental protection.

### **Marine Terminal Management and Self Assessment (MTMSA)**

OCIMF has revised, updated and improved the information in its 'Marine Terminal Baseline Criteria' publication, and published the revised document under the new title of *Marine Terminal Management and Self Assessment (MTMSA)*. The aim was to make



the new publication consistent with the Tanker Management and Self Assessment (TMSA) format. MTMSA provides the best practice and key performance indicators against which terminal operators can assess the effectiveness of their management systems for berth operations and the ship/shore interface. With a self-assessment culture at the heart of OCIMF's approach,

members can use the MTMSA guide to develop their own internal review methodology. Members can also submit their assessment report to OCIMF's terminal database and choose how widely the information should be shared.

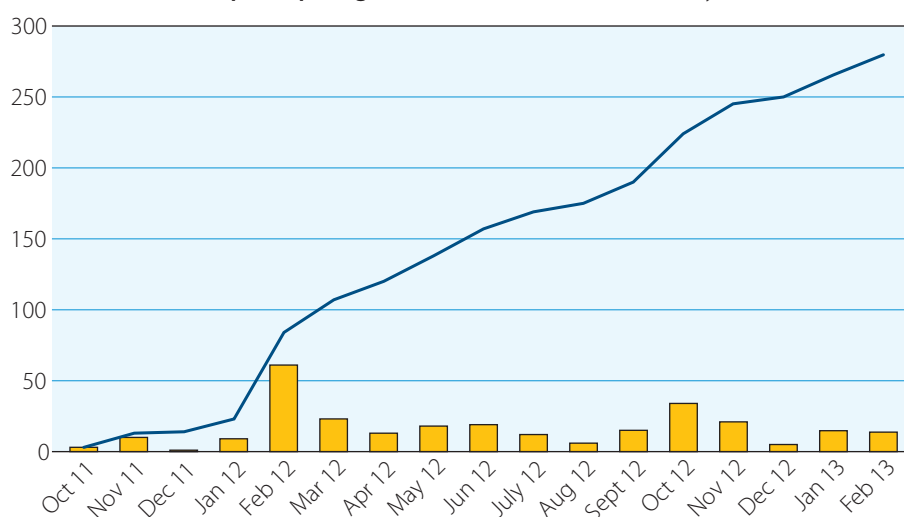
### **Marine Terminal Operator Competence and Training Guide (MTOCT)**

The publication of MTOCT brings the development phase of the MTIS project to a close. MTOCT aims to identify key competences and knowledge requirements, together with appropriate verification processes, to help members develop or commission their own terminal operator training programmes to ensure that personnel working on the ship/shore interface have the required skills and competence.

Although compliance with MTIS is not mandatory, OCIMF has more than 250 marine tanker terminals on its database.

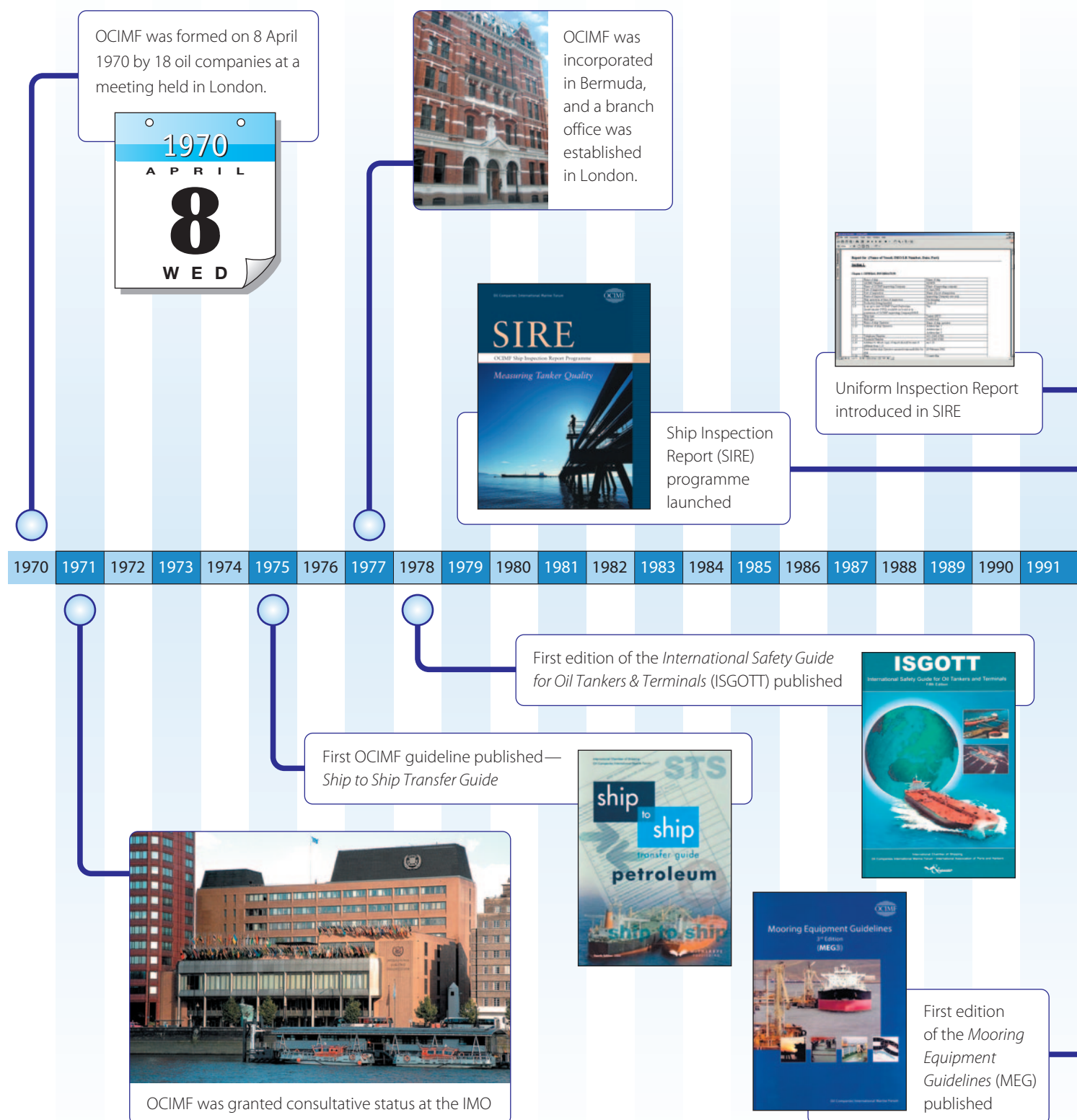
For more information on OCIMF's Marine Terminal System, visit [www.ocimf-mtis.org](http://www.ocimf-mtis.org).

**Number of terminals participating in MTIS (October 2011 to February 2013)**

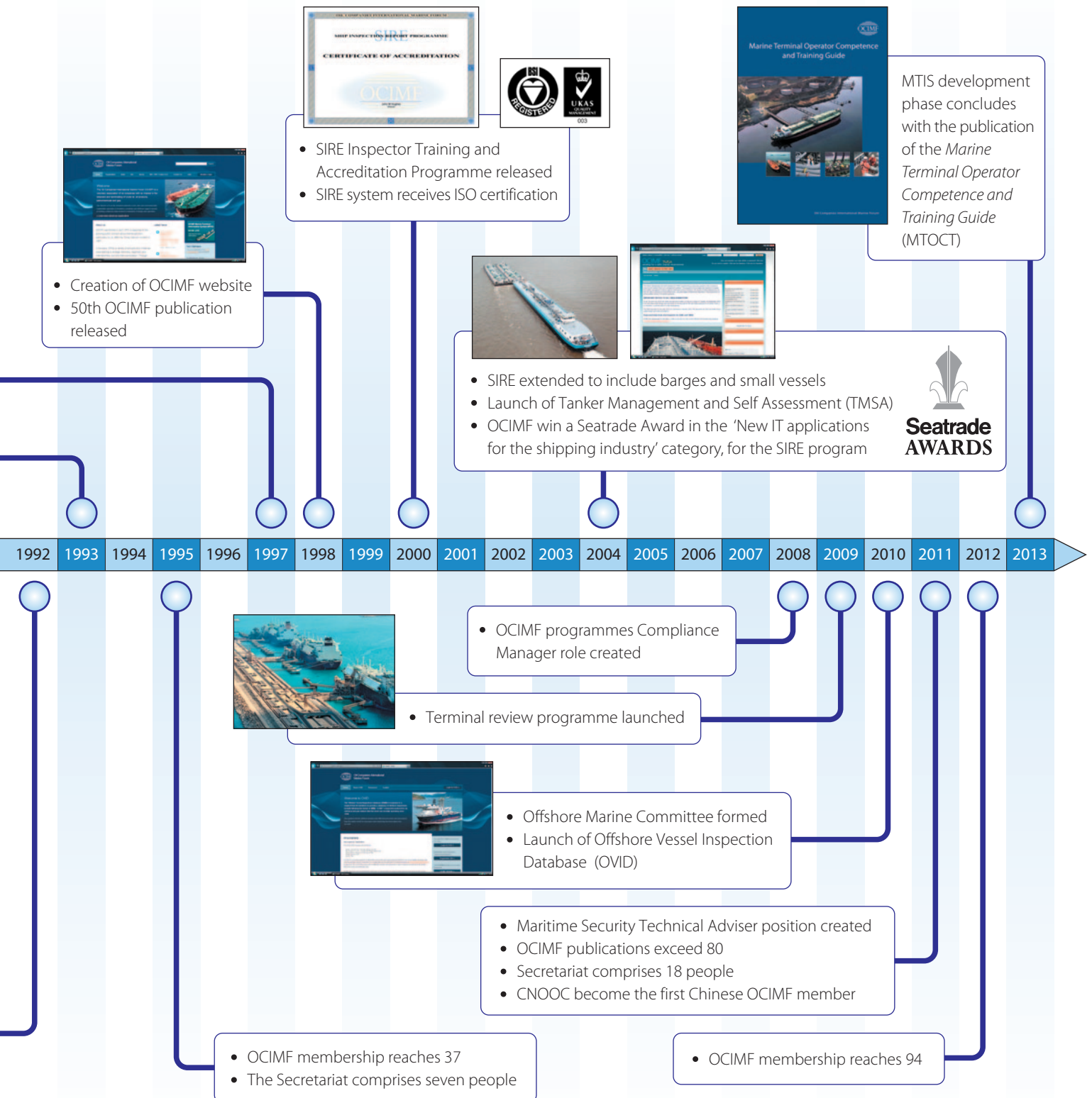


# OCIMF milestones

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







# OCIMF publications

Titles can be obtained directly from the publishers, Witherby Seamanship International Ltd. at [www.witherbyseamanship.com](http://www.witherbyseamanship.com)

Title	Edition	Date	Author	Under review
Anchoring Systems and Procedures	2nd Edition	2010 (September)	OCIMF	
Barge Safety (Liquefied Cargoes in Bulk)	1st Edition	1999 (July)	OCIMF	✓ (due 2013)
BMP4 Best Management Practices for Protection against Somalia Based Piracy	4th Edition	2011 (August)	OCIMF and other industry associations	
Clean Seas Guide for Oil Tankers	4th Edition	1994 (August)	OCIMF/ICS	
Competence Assurance Guidelines for F(P)SOs	1st Edition	2009 (January)	OCIMF	
Contingency Planning and Crew Response Guide for Gas Carrier Damage at Sea and in Port Approaches	3rd Edition	1999 (July)	OCIMF/ICS/SIGTTO	
Design and Construction Specification for Marine Loading Arms	3rd Edition	1999 (May)	OCIMF	✓ (TBA)
Disabled Tankers—Report of Studies on Ship Drift and Towage	1st Edition	1981 (January)	OCIMF	
Drift Characteristics of 50,000 to 70,000 DWT Tankers	1st Edition	1982 (January)	OCIMF	
Effective Mooring	3rd Edition	2010 (March)	OCIMF	
F(P)SO poster	1st Edition	2012 (June)	OCIMF	
Guide to Contingency Planning for the Gas Carrier Alongside and Within Port Limits	2nd Edition	1999 (July)	OCIMF/ICS/SIGTTO	
Guide to Manufacturing and Purchasing Hoses for Offshore Moorings (GMPHOM)	5th Edition	2009 (November)	OCIMF	
Guidelines for the Design, Operation and Maintenance of Multi-Buoy Moorings	1st Edition	2010 (June)	OCIMF	
Guidelines for the Handling, Storage, Inspection and Testing of Hoses in the Field	2nd Edition	1995 (April)	OCIMF	✓ (due 2013)
Guidelines for the Purchasing and Testing of SPM Hawasers	1st Edition	2000 (September)	OCIMF	
Hawser Test Report	1st Edition	1982 (January)	OCIMF	
ISGINTT (International Safety Guide for Inland Navigation Tank-Barges and Terminals)	1st Edition	2010 (June)	OCIMF/CCNR	
ISGOTT (International Safety Guide for Oil Tankers and Terminals)	5th Edition	2006 (June)	OCIMF/ICS/IAPH	
Jetty Maintenance and Inspection Guide	1st Edition	2008 (September)	OCIMF/SIGTTO	
Manifold Recommendations for Liquefied Gas Carriers	1st Edition	2011 (September)	OCIMF	
Marine Terminal Management and Self Assessment (MTMSA)	1st Edition	2012 (July)	OCIMF	
Marine Terminal Operator Competence and Guidelines (MTOCT)	1st Edition	2013 (January)	OCIMF	
Mooring Equipment Guidelines 3	3rd Edition	2008 (October)	OCIMF	
Offshore Loading Safety Guidelines: with special reference to harsh weather zones	1st Edition	1999 (January)	OCIMF	
Offshore Vessel Management Self Assessment (OVMSA)	1st Edition	2012 (March)	OCIMF	
Peril at Sea and Salvage: A Guide for Masters	5th Edition	1998	OCIMF/ICS	✓
Piracy and Armed Robbery Against Ships	1st Edition	2000 (January)	OCIMF	✓
Prevention of Oil Spillages Through Cargo Pumproom Sea Valves	2nd Edition	1991 (January)	OCIMF/ICS	



Title	Edition	Date	Author	Under review
Recommendations for Equipment Employed in the Bow Mooring of Conventional Tankers at Single Point Moorings	4th Edition	2007 (January)	OCIMF	
Recommendations for Oil Tanker Manifolds and Associated Equipment	4th Edition	1991 (January)	OCIMF	✓ (due 2014)
Safe Transfer of Liquefied Gas in an Offshore Environment (STOLGOE)	1st Edition	2010 (October)	OCIMF	
Ship to Ship Service Provider Management	1st Edition	2011 (September)	OCIMF	
Ship to Ship Transfer Guide (Liquefied Gas)	2nd Edition	1995 (January)	OCIMF/ICS/SIGTTO	✓ (due 2013)
Ship to Ship Transfer Guide (Petroleum)	4th Edition	2005 (January)	OCIMF/ICS	✓ (due 2013)
Single Point Mooring Maintenance and Operations Guide	2nd Edition	1995 (January)	OCIMF	✓ (due 2013)
SPM Hose Ancillary Equipment Guide	3rd Edition	1987	OCIMF	✓ (due 2013)
SPM Hose System Design Commentary	2nd Edition	1993 (November)	OCIMF	
Survival Craft—A Seafarer's Guide	1st Edition	2008 (December)	OCIMF	
Tandem Mooring and Offloading Guidelines for Conventional Tankers at F(P)SO Facilities	1st Edition	2009 (December)	OCIMF	
Tanker Management Self Assessment 2—A Best Practice Guide for Vessel Operation	2nd Edition	2008 (January)	OCIMF	
The Use of Large Tankers in Seasonal First-Year Ice and Severe Sub-Zero Conditions	1st Edition	2010 (December)	OCIMF	
<b>New publications in progress</b>				
BMP4 (Chinese Edition)	4th Edition	2013	OCIMF and other industry associations	
Competency Assurance Guidelines for Mooring, Loading and Lightering Masters	1st Edition	2014	OCIMF	
Dynamic Positioning Guidelines for Oil Field Concessions	1st Edition	2014	OCIMF	
Effective Mooring (Chinese Edition)	3rd Edition	2013	OCIMF	
Guidelines for Marine Terminals impacted by Ice or Severe Sub-zero Temperatures	1st Edition	2015	OCIMF	
International Offloading Guidelines for Bow Loading and DP Tankers at Offshore Terminals	1st Edition	2013	OCIMF	
Offshore Vessel Operations in Ice and/or Severe Sub-Zero Temperatures	1st Edition	2013	OCIMF	
Ship To Ship Transfer Guidelines for Petroleum, Chemicals and Liquefied Gases (English and Chinese) Incorporating: <i>Ship to Ship Transfer Guide (Liquefied Gas)</i> <i>Ship to Ship Transfer Guide (Petroleum)</i>	1st Edition	2013	CDI, ICS, OCIMF, SIGTTO	
Single Point Mooring Maintenance and Operations Guide Incorporating: <i>Guidelines for the Handling Storage Inspection and Testing of Hoses in the Field</i> <i>Single Point Mooring Maintenance and Operations Guide</i> <i>SPM Hose Ancillary Equipment Guide</i>	1st Edition	2013	OCIMF	
US Barge Operations—Guidelines and Best Practices for Barges and Associated Tugs	1st Edition	2013	OCIMF	

# OCIMF Information Papers

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

Title	Date	Members only
A Guide to the International Oil Pollution Compensation Regimes	2000 (May)	
An Extended Scope for the Enhanced Survey Programme (ESP)	1999 (August)	
An Information Paper on Pumproom Safety	1995 (September)	
Briefing Paper for OCIMF Member Chartering and Vetting Groups—Shipping Operations in the Arctic Region	2010 (July)	✓
Briefing Paper for OCIMF Member Chartering and Vetting Groups—The use of Large Tankers in Seasonal First-Year Ice or Severe Sub-Zero Conditions	2009 (October)	✓
Briefing Paper for OCIMF Member Companies—Guidelines for Transiting the Turkish Straits	2007 (August)	✓
Cargo Inspector—Safe Working Practices	2009 (October)	
Energy Efficiency Design Index (EEDI)	2001 (July)	✓
Estimating The Environmental Loads on Anchoring Systems	2010 (October)	
Factors Influencing Accelerated Corrosion of Cargo Oil Tanks	1997 (September)	
GHG Emission-Mitigating Measures for Oil Tankers—Part A: Review of Reduction Potential	2011 (July)	
Guidance For Oil Terminal Operators On The International Maritime Organization (IMO) International Ship And Port Facility Security (ISPS) Code	2003 (December)	
Guidance related to the Construction and Use of Citadels in Waters Affected by Somali Piracy	2011 (July)	✓
Guidelines for the Control of Drugs and Alcohol Onboard Ship	1995 (June)	
Guidelines on Capabilities of Emergency Response Services	2013 (March)	
Guidelines on Safety Management Systems for Hot Work and Entry into Enclosed Spaces	2008 (October)	
Health, Safety and Environment at New-Building and Repair Shipyards and During Factory Acceptance Testing	2003 (July)	
Hydrostatically Balanced Loading	1998 (December)	
Industry Code of Practice on Ship Recycling	2001 (August)	
Industry Guidelines for the use of Private Maritime Security Contractors (PMSC) as Additional Protection in Waters affected by Somali Piracy	2011 (May)	✓
Inert Gas Systems—Block and Bleed Valve Arrangements for Chemical Tankers Carrying Chemicals and Petroleum Products—Prevention of Inert Gas/Hydrocarbon Backflow	2000 (January)	
Inert Gas Systems—Dry Type Deck Water Seals—Prevention of Inert Gas/Hydrocarbon Backflow		
Inert Gas Systems—Semi-dry Type Deck Water Seals—Prevention of Inert Gas/Hydrocarbon Backflow		
Lifeboat Incident Survey	2000	
Lloyd's Register Risk Assessment of Emergency Tow-off Pennant Systems (ETOPS) Onboard Tank Vessels	2009 (October)	
Maintaining Structural and Operational Integrity on Tankers Carrying Cold Oil Cargoes	2012 (December)	
Manning at Conventional Marine Terminals	2008 (June)	
Marine Breakaway Couplings	2008 (November)	
Marine Injury Reporting Guidelines	1997 (February)	
Oily Water Separators	2006 (February)	
Port and Terminal Information	1997 (September)	
Potential Hazards Associated With Requests For Additional Mooring Lines By Terminal Operators	1997 (September)	



Title	Date	Members only
Recommendation Briefing Paper for OCIMF Member Companies on Guidelines for Transiting the Straits of Magellan including Commentary on Passage around Cape Horn	2010 (November)	✓
Recommendations for Alternatives to Traditional Emergency Tow-off Pennants	2010 (July)	
Recommendations for the Safe Management of Cargo Additive Activities Onboard	2013 (February)	✓
Recommendations for the Tagging/Labeling, Testing and Maintenance, Documentation/Certification for Ships' Lifting Equipment	2005 (May)	
Recommendations on Hazard Identification Associated with Fuel Changeover Process	2013 (April)	
Recommendations on Engineering Watch/Duty Period Handover and Inspection Routine	2013 (April)	
Recommendations on the Proactive use of Voyage Data Recorder Information	2012 (October)	
Recommendations Relating to the Application of Requirements Governing Seafarers' Hours of Work and Rest	2012 (November)	
Results of a Survey into Lifeboat Safety	2004 (July)	
Safe Access on Ships with Exposed or Raised Deck Structures	2012 (March)	
Safety, Health, Environmental Issues and Recommendations for Shipboard Handling of Elevated Mercury Crude Cargoes	2011 (August)	
Ship Measurement—Deadweight or Displacement?		
Ship to Ship Transfer—Appendix 1: Operational/Safety Check Lists		✓
Ship to Ship Transfers—Considerations Applicable to Reverse Lightering Operations	2009 (September)	✓
Specification Guidance for Dock Hoses	2006 (August)	✓
Summary of the Results of the MARIN Study to Validate the Adequacy of SPM Mooring Equipment Recommendations	2007 (May)	
Vessel Inspection Questionnaire 5 (VIQ 5)	2011 (January)	
Winch Brake Bands Design Considerations Impacting on Reeling Direction	2006 (November)	
<b><i>In development or pending</i></b>	<b><i>Due</i></b>	
Guidelines for Specification of Manufacture, Testing and Procurement of High Modulus Polyethylene Ropes	2014	
Ship/Shore Emergency Shutdown Systems at Terminals (ESD)	TBA	
Dynamic Loading of Cranes Used in Exposed Waters	2014	



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