



The Oil Companies International Marine Forum

Tanker Operator Conference April 13th, 2016



What is OCIMF ?

The Oil Companies International Marine Forum is a voluntary association of oil companies with an interest in the shipment and terminalling of crude oil, oil products, petrochemicals and gas.

*OCIMF does not involve itself in commercial Issues, including vetting, but restricts its activities to those issues affecting **safety and environmental protection.***



The OCIMF 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.

Our Members (98)





OCIMF Milestones



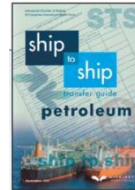
1967:
Grounding of
Torrey Canyon



1970:
OCIMF was
formed



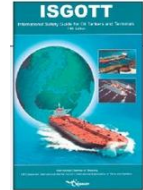
1971:
Consultative
status at
IMO



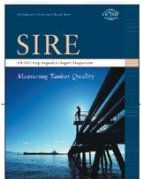
1975:
First OCIMF
guideline
published



1977:
London branch
office
established



1978:
ISGOTT
published



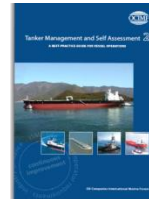
1993:
SIRE
Programme
Launched



1998:
50TH Publication
reached and
website launched



2000:
SIRE Inspector
Training and
Accreditation



2004:
TMSA
Programme
Launched



2010:
OVID
Programme
Launched



2013:
MTIS
Programme
Launched

Key Events in the history of OCIMF

Objectives

In fulfilling its mission, OCIMF focuses on:

Programs

- SIRE
- OVID
- MTIS
- MSA

Publications

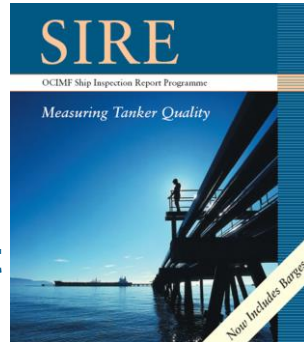
- More Than 50
- ISGOTT
- MEG 3 (4)
- BMP 4
- + +

Advocacy

- IMO
- EU
- Port State Control
- Security

Programmes

Ship Inspection Report Programme (SIRE) :



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

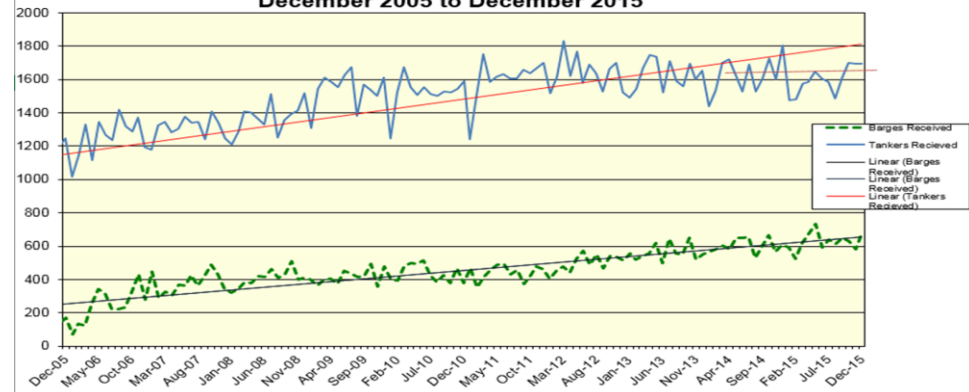
Marine Terminal Information System (MTIS) :

- Marine Terminal Particulars Questionnaire (MTPQ)
- Marine Terminal Operator Competence & Training (MTOCT)

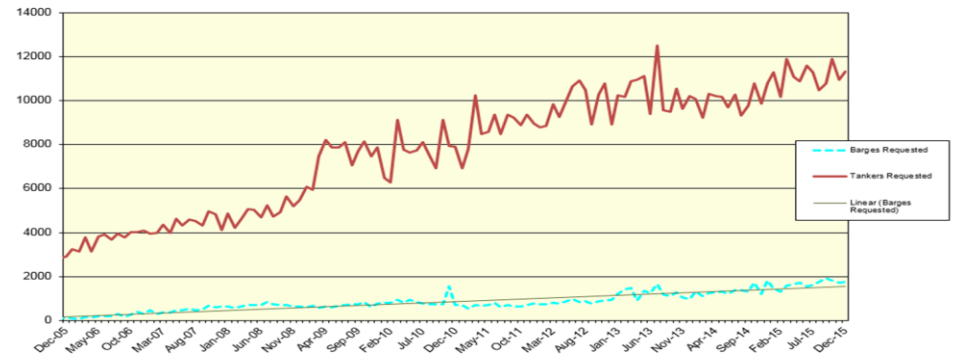
Offshore Vessel Inspection Database (OVID) :

- Offshore Vessel Inspection Questionnaire (OVIQ)
- Offshore Vessels Particulars Questionnaire (OVPQ)

SIRE Reports Received Per Month
December 2005 to December 2015



SIRE Reports Requested Per Month
December 2005 to December 2015



Management Self Assessment programme (MSA) :

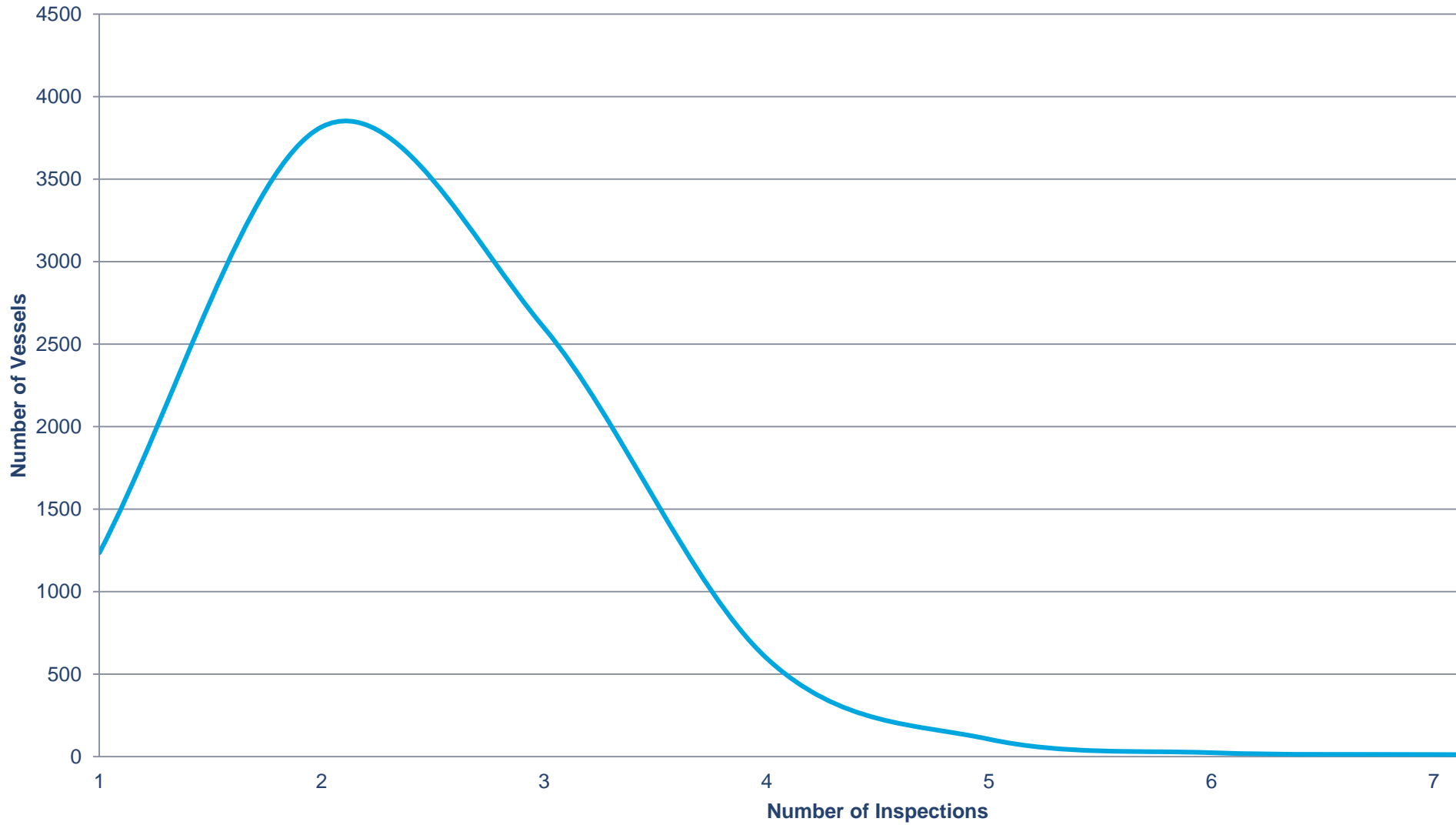
- Tanker Management Self Assessment (TMSA)
- Marine Terminal Management and Self-Assessment (MTMSA)
- Offshore Vessel Management Self Assessment (OVMSA)
- Ship to Ship Service Provider Management Self Assessment

SIRE Statistics – March 2016.

• Reports received since SIRE started	323,217
• Reports submitted per month (Mar)	1836
• Reports submitted per month (12 Month Ave)	1712
• Reports accessed per month (Mar)	11,961
• Reports accessed per month (12 Month Ave)	10,724
• Reports less than 12 months old	19,297
• No. of vessels w/reports <12 months	8,435
• Ratio of Reports per ship	2.43 (5 mths)
• Number of VPQ's	9.062
• Barge reports submitted per month	736
• Barge reports requested per month	1983
• Report submitters	85
• Programme Recipients	281
• Port State Recipients	36
• Reports accessed by Port States/month	62

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Number of Inspections Per Vessel



OVID Stats

Numbers as of 7 February 2016

- OCIMF Members using OVID – 71
- Vessels registered – 9169
- Vessel Operators – 1544
- OVID Accredited Inspectors – 384

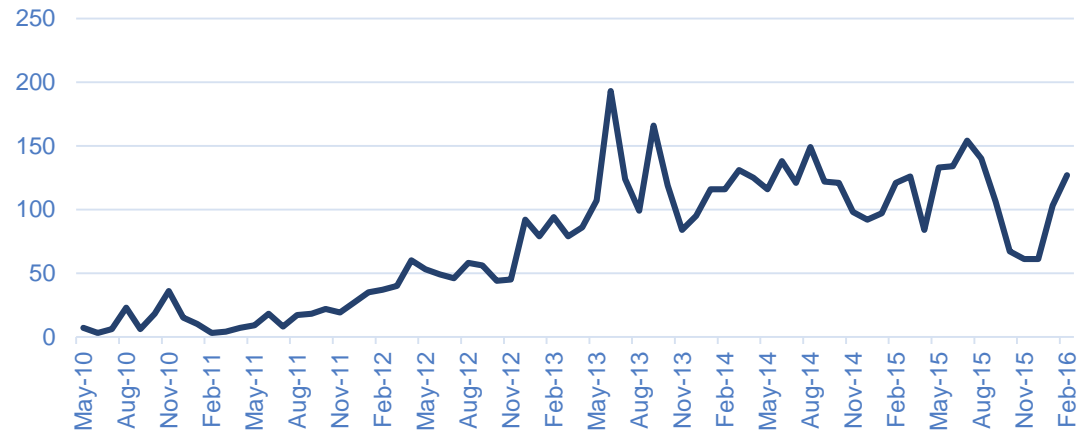
In a 12 month period

- Inspections purchased – 1215
- Inspections completed – 2942

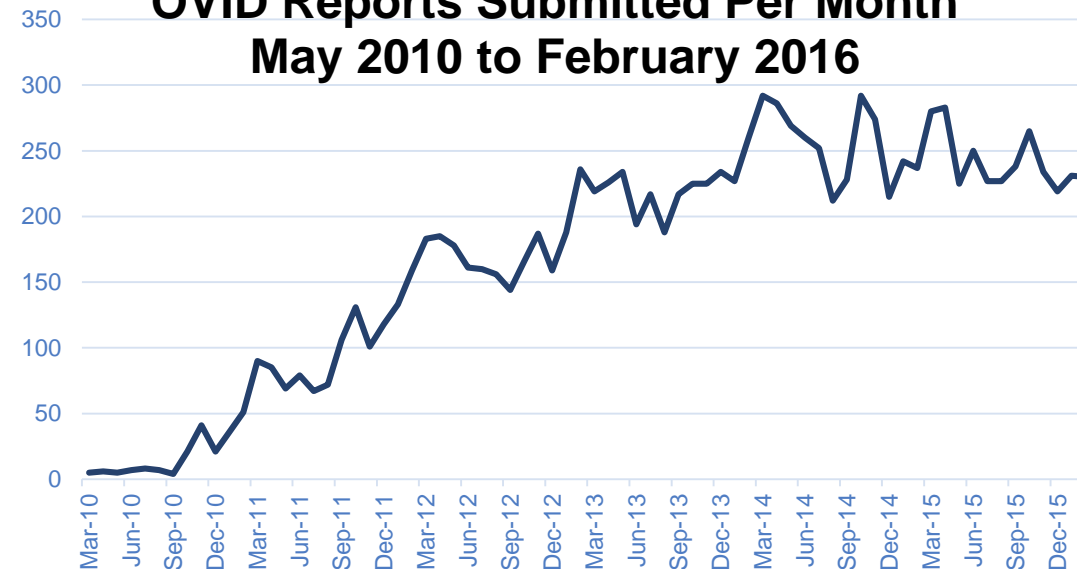
OVMSA

- Operators using – 813
- Operators Published - 577

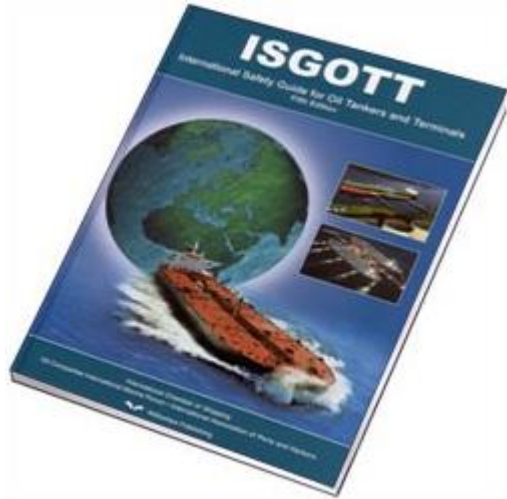
OVID Reports Requested Per Month May 2010 to February 2016



OVID Reports Submitted Per Month May 2010 to February 2016



OCIMF Publications



- Industry recommendations and guidelines
- Circa 50 guidelines produced
- Many are the basis for industry standards
- Some have been adopted into national law and referenced by international bodies
- All available through either www.ocimf.org or www.witherbyseamanship.com

Recently Published



Guidelines On The Marine Assessment Of F(P)SOs Assessment Criteria And Questionnaire **(Mar 2016)**

Regional Guide To Counter Piracy And Armed Robbery Against Ships In Asia **(Feb 2016)**

Single Point Mooring Maintenance and Operations Guide **(Nov 2015)**

A Study into Crane Loads Associated with Hose Handling at Offshore Terminals **(Nov 2015)**

BMP 4 Update **(Oct 2015)**

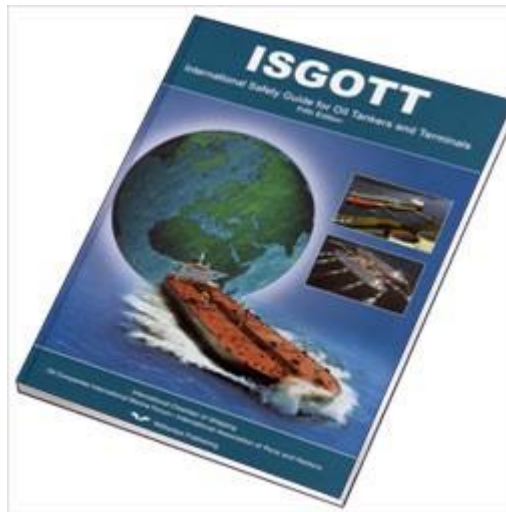
The Hazards of Snap Back **(Sept 2015)**

Offshore Vessel Operations In Ice And Or Severe Sub Zero Temperatures In Arctic And Sub Arctic Regions (Oct 2014)

Ship Security Bridge Vulnerability Study (Oct 2014)

Coming Soon

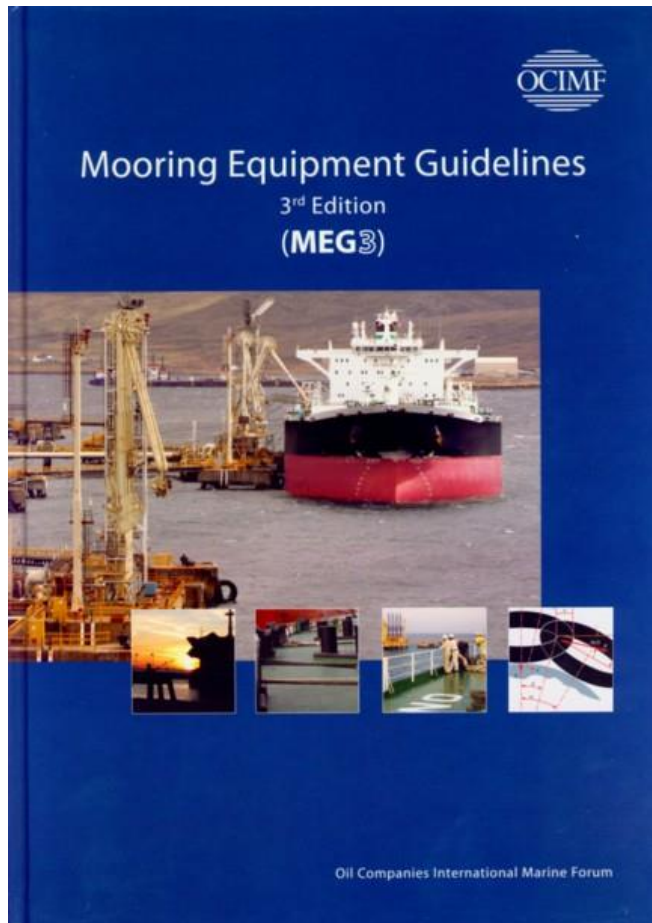
- Recommendation for Oil and Chemical Tanker Manifolds and Associated Equipment – 5th Edition **(4Q 2016)**
- Tanker Management Self Assessment (TMSA3) 3rd Edition **(1Q 2017)**
- Personnel transfer by crane **(4Q 2016)**
- Mooring Equipment Guidelines 4th Edition (MEG4) **(4Q 2017)**
- *ISGOTT 6 follows MEG4* **(2019/20)**



Update on MEG4, TMSA3 and Human Factors

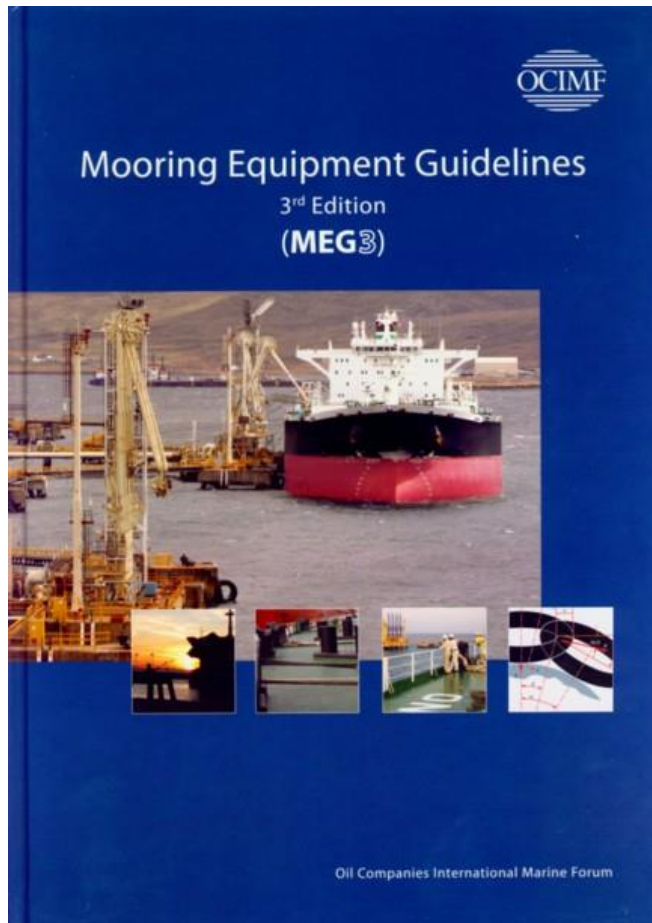


Mooring Equipment Guidelines



- Update and revise the 3rd Edition of MEG
- Restructure layout of document with target audience in mind –
 - Shipyards / Ship Designers
 - Tanker Operators
 - Terminal Operators
 - Ship staff / SIRE Inspectors
- Update references to SOLAS/IACS UI/ ISO
- Provide clarity on the philosophy used on compatibility between rope and fixed fittings and its corresponding strength and safety factors.
- New section on alternate and emerging technology

Mooring Equipment Guidelines



- Particular focus on the “**human element**” aspect of mooring design
- Highlight importance of **D to D ratio** for compatibility between ropes and fittings.
- Provide **guidance when loads have been exceeded** for both ropes and fittings.
- Consider options for providing additional guidance in videos, illustrations etc.
- Include **new section for dedicated shuttle tankers** with bow mooring arrangement at SPM/FPSO
- Incorporate relevant publications into MEG
- Incorporate **lessons learnt from the Zarga incident** and update section on HMSF ropes.

HMSF Ropes

Still under investigation



Serious Mooring Incident - Rope Failure

The HMPE rope parted at around an indicative load of 24T which is substantially below its certified minimum break load (MBL) of 137 T

A visual inspection of the jacketed rope showed it to be in apparent excellent condition.

- We need to **better understand fatigue factors for HMSF rope**
- **Inconsistent terminology** and load values highlight lack of transparency by HMSF manufacturers
- We need to develop more robust line **inspection & retirement criteria**
- Should we be specifying **performance criteria**, similar to the “Guidelines for the Purchasing and Testing of SPM Hawsers” ?

TMSA 3 : Why revise TMSA?

Update

- To reflect **changes in legislation and best practice** – TMSA 2 was published July 2008

Clarify

- To encourage a more **unified interpretation** of the KPIs and BPGs due to the global implementation of TMSA it is important that the language used is clear and avoids ambiguity.
A number of KPIs are understood in different ways, even amongst members of the working group updating them!

Improve universality to all vessel and company types

- TMSA is now used right across the industry from small barge companies to the largest fleets. **One document to suit all**

Continuous improvement

-is an integral requirement of TMSA

TMSA 3 : What's changing

•Main points;

- the intention is a '**light touch**' revision.
- **Minor amendments to KPIs only** - mostly amending and updating best practices.
- Some of the changes will appear to be extensive - in reality this is simply polishing the document to **remove duplication**, make text **consistent**, and put it in the **correct context**.
- Making it more **user friendly** and where possible able to be used globally through barges as well.
- Add new **Industry best practices and topics** (BWM / Polar Code / MLC etc.) to best practice guidance.
- **Chapter 6 (Cargo work)** needs more content
- **New Chapter 13** for Security.

TMSA 3 : Raising the Bar

Black Text - Existing TMSA2

Red Text - Revised / New TMSA3 text

Blue Text - New KPI text

<p>11.1.3</p>	<p>Vessel and shore-based contingency plans have clearly defined roles, responsibilities and record-keeping procedures.</p> <p>The shore based emergency response plan has clearly defined roles, responsibilities and record-keeping procedures.</p>	<p>These identified roles include communications and logistics personnel.</p> <p>The plan should set out the actions to be taken for each of the defined roles</p> <p>Individuals are identified to fill each role with alternates for key positions</p> <p>Personnel are trained in their designated emergency response roles.</p>
<p>11.2.3</p>	<p>Individuals are trained in their designated emergency response roles. (moved to stage 1)</p> <p>The plan includes procedures and resources to interact with media</p>	<p>Designated, authorised senior personnel receive media training to ensure accuracy and control of media releases, where applicable.</p> <p>The interaction with media may include;</p> <ul style="list-style-type: none"> • Responding to media enquiries • Press releases • Monitoring of news broadcasts • Monitoring and responding to social media • TV and radio interviews <p>Personnel receive media training appropriate to their role</p> <p>External consultants may be utilized to support the company</p>



Advocacy and Collaboration

Mooring design / MEG

ISGINTT support

Security

Emissions ~ CO2

Terminal Flush Water

European Union

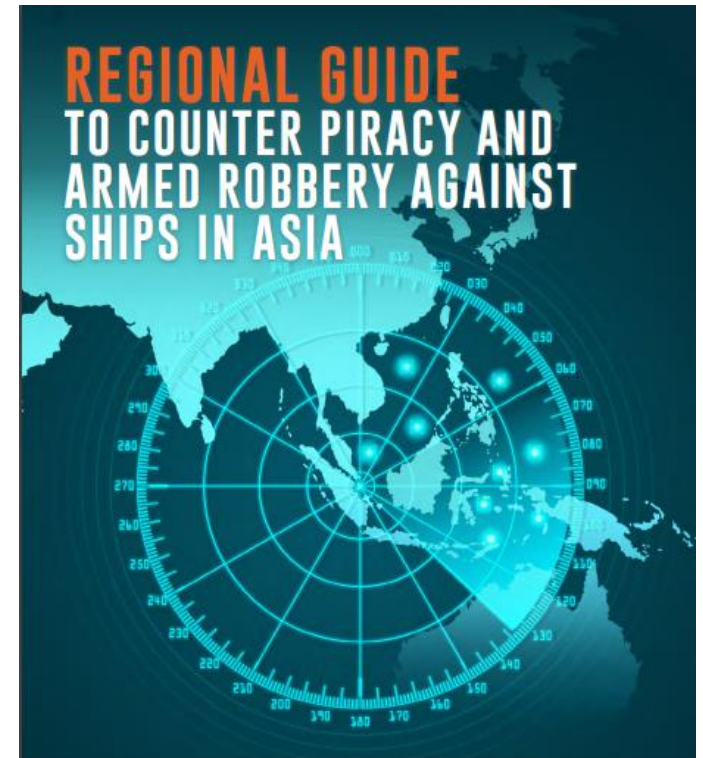
Security



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Working Group:





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Back-up Slides



IMO Submissions

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IMO INTERNATIONAL MARITIME ORGANIZATION

MARITIME SAFETY COMMITTEE MSC 95/19/2
55th session 6 March 2015
Agenda item 19 Original: ENGLISH

WORK PROGRAMME

Proposal on the development of a regulation for safe mooring operations

Proposal to develop a revised SOLAS regulation II-1/3-8 and supplementing guidelines that, through innovative design features and more appropriate equipment, prevent unsafe and unhealthy work situations during mooring operations on new ships

Submitted by Austria, Belgium, Bulgaria, Croatia, Cyprus, the Czech Republic, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Ireland, Italy, Latvia, Lithuania, Luxembourg, Malaysia, Malta, the Marshall Islands, the Netherlands, Norway, the Philippines, Poland, Portugal, Romania, Slovakia, Slovenia, Spain, Sweden, the United Kingdom and the European Commission (EC)

SUMMARY			
<i>Executive summary:</i>	This document proposes the establishment of a new planned output for the Sub-Committee on Ship Design and Construction concerning the development of a revised SOLAS regulation II-1/3-8 and supplementing guidelines that, through innovative design features and more appropriate equipment, prevent unsafe and unhealthy work situations during mooring operations on new ships		
<i>Strategic direction:</i>	5.1 and 5.2		
<i>High-level action:</i>	5.2.1		
<i>Planned output:</i>	No related provisions		
<i>Action to be taken:</i>	Paragraph 44		
<i>Related documents:</i>	MSC-MEPC.1/Circ.4/Rev.3; MSC 92/INF.11 and MSC 95/INF.3	MSC.1/Circ.1483;	FSI 14/5,

Introduction and Background

1. This document is submitted in accordance with paragraphs 6.1 to 6.3 of the Guidelines on the organization and method of work of the Maritime Safety Committee and the Marine Environment Protection Committee and their subsidiary bodies (MSC-MEPC.1/Circ.4/Rev.3) on the submission of new planned outputs.

Submission to IMO on Mooring Proposal to develop a revised SOLAS regulation II-1 /3-8 and supplementing guidelines.

Submission to IMO on the hazards of snapback

Submission to IMO on the Management of Offshore Terminal Flush Water.