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)
Key Events in the history of OCIMF

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
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 Program (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)

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

- 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
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
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)


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)


- ISGOTT 6 follows MEG4 (2019/20)
Update on MEG4, TMSA3 and Human Factors
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.
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
• Main points:
  o the intention is a ‘**light touch**’ revision.
  
  o **Minor amendments to KPIs only** - mostly amending and updating best practices.
  
  o 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**.
  
  o Making it more **user friendly** and where possible able to be used globally through barges as well.
  
  o Add new **Industry best practices and topics** (BWM / Polar Code / MLC etc.) to best practice guidance.
  
  o **Chapter 6 (Cargo work)** needs more content
  
  o **New Chapter** 13 for Security.
11.2.3 Individuals are trained in their designated emergency response roles. *(moved to stage 1)*

The plan includes procedures and resources to interact with media.

<table>
<thead>
<tr>
<th>Black Text - Existing TMSA2</th>
<th>Red Text - Revised / New TMSA3 text</th>
<th>Blue Text - New KPI text</th>
</tr>
</thead>
<tbody>
<tr>
<td>Vessel and shore-based contingency plans have clearly defined roles, responsibilities and record-keeping procedures.</td>
<td>These identified roles include communications and logistics personnel.</td>
<td>These identified roles include communications and logistics personnel.</td>
</tr>
<tr>
<td>The plan includes procedures and resources to interact with media</td>
<td>The plan should set out the actions to be taken for each of the defined roles</td>
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</tr>
<tr>
<td>Designated, authorised senior personnel receive media training to ensure accuracy and control of media releases, where applicable.</td>
<td>Individuals are identified to fill each role with alternates for key positions</td>
<td>Individuals are identified to fill each role with alternates for key positions</td>
</tr>
<tr>
<td>The interaction with media may include;</td>
<td>Personnel are trained in their designated emergency response roles.</td>
<td>Personnel are trained in their designated emergency response roles.</td>
</tr>
<tr>
<td>• Responding to media enquiries</td>
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<td>• Press releases</td>
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<td>• Monitoring of news broadcasts</td>
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<td>• Monitoring and responding to social media</td>
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<td>• TV and radio interviews</td>
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<tr>
<td>Personnel receive media training appropriate to their role</td>
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<tr>
<td>External consultants may be utilized to support the company</td>
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</tbody>
</table>
Human Factors

• Why Human Factors?
  • OCIMF has always focused on the technical aspects of the subject.
  • OCIMF conducted a 2 day conference on Human Factors.
  • Day one to hear from other high risk industries.
  • Day 2 to understand how OCIMF is best set up to address Human Factors.
  • To provide a resource base to support the OCIMF / INTERTANKO joint w/g

INTERTANKO and OCIMF joint working group

• In 2015 the 2 organisations collaborated to see where we could work together on a joint safety initiative.
• The shopping list of ideas has been narrowed to 4 and the inaugural meeting was held yesterday.
Advocacy and Collaboration

- Mooring design / MEG
- ISGINTT support
- Security
- Emissions ~ CO2
- Terminal Flush Water
- European Union
Security

Maritime Trade Information Sharing Centre
Gulf of Guinea

The Maritime Trade and Information Sharing Centre for the Gulf of Guinea (MTISC-GoG) aims to improve the safety of mariners operating off Africa's western seaboard through the development of an accurate regional maritime security picture and the sharing of information from that picture.

24/7 Contact Nr
Back-up Slides
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.

https://ledocs.imo.org/FinalDocuments/English/MSC.95-19-2(E).docx