



South and Central America Regional Marine Forum – Quito

October 2018



Welcome and Safety Briefing

Gonzalo S Mera Truffini – YPF – Regional Champion



Safety Moment

<https://www.youtube.com/watch?v=5Gtio4V1L3o>



- 1 – join to network – Swissotel_Quito
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- 3 – Enter www.Swissotel.com
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User name / ID = **Swissotel**

Password = **Quito2018**

Welcome and Introduction

Rob Drysdale – Director (OCIMF)



OCIMF Milestones

Key Events in the History of OCIMF



1956/57 and
1967/75:
Suez Canal Closed



1967:
Grounding of
Torrey Canyon



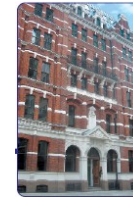
1970:
OCIMF was
formed



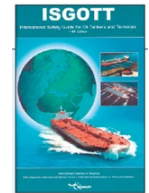
1971:
Consultative status
at IMO



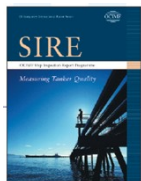
1975:
First OCIMF guideline
published



1977:
London branch
office established



1978:
ISGOTT
published



1993:
SIRE
Programme
Launched



2000:
SIRE Inspector
Training and
Accreditation



2004:
TMSA
Programme
Launched



2010:
OVID
Programme
Launched



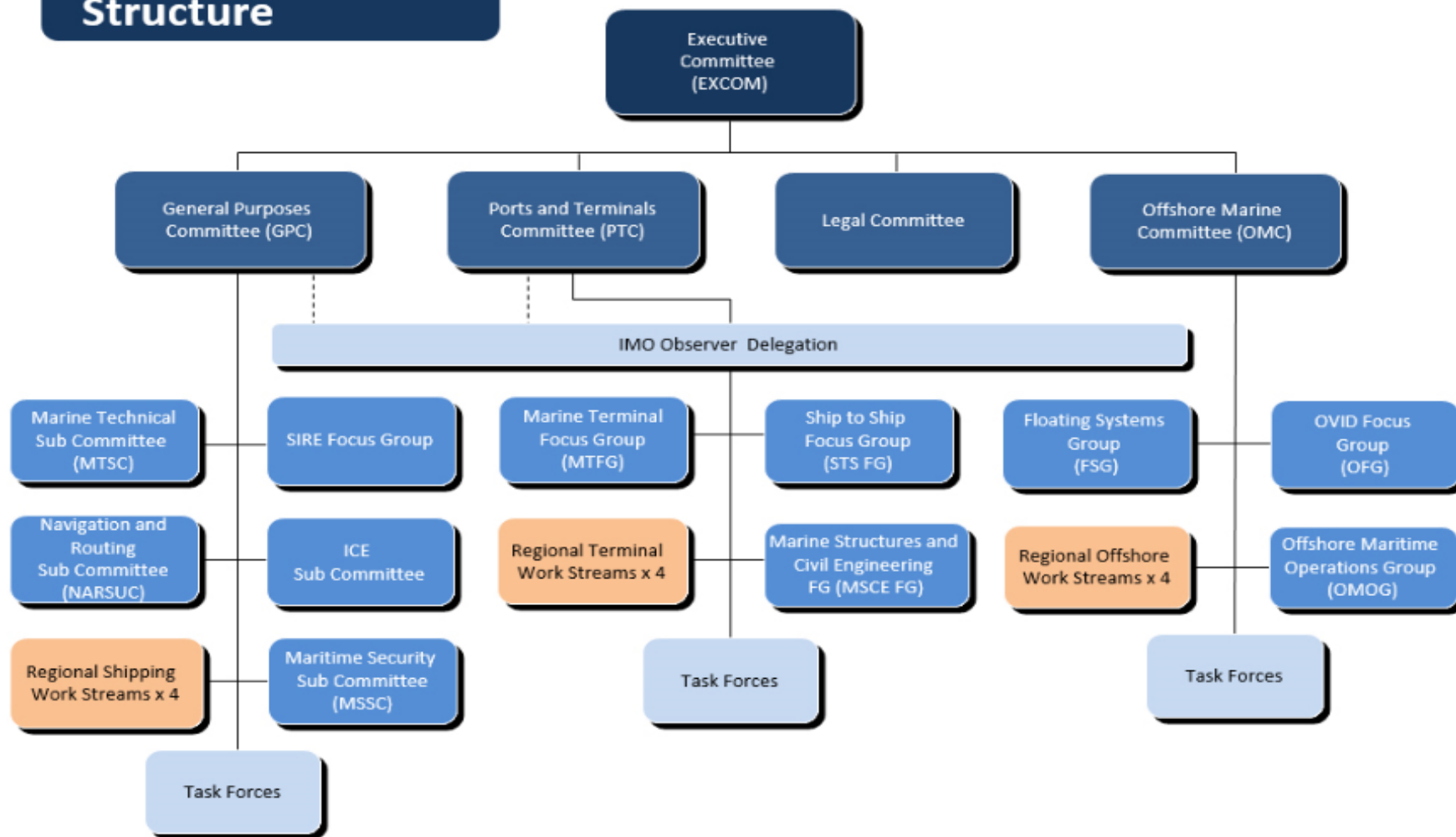
2013:
MTIS
Programme
Launched



2016:
Pilot for Maritime
Trade Information
Sharing Centre –
Gulf of Guinea
(MTISC-GoG) ends

OCIMF Structure

OCIMF Committee Structure



OCIMF Objectives



In fulfilling its mission, OCIMF will:



Engage

- Identify and seek to resolve Safety, Security and Environmental issues affecting the industry through engagement with OCIMF Members and external stakeholders

Promote

- Develop and publish Guidance, Recommendations and Best Practice by harnessing the skills and experience of members & the wider industry.
- Provide tools and facilitate exchange of information, to promote continuous improvement in safe & environmentally sustainable operations.

Advocate

- Contribute to the development, and encourage the ratification and implementation of international conventions and regulations.
- Influence industry adoption of OCIMF guidance, recommendations & best practice.

Regional Marine Forum Objective



- **Engage with OCIMF and non OCIMF members**
- **Encourage industry to utilize and be aware of the work of OCIMF**
- **Learn from one another**
- **Review regional challenges**



Critical Success Factors

- **Actively participate**
- **Make sure your voice is heard and your points communicated**
- **Ask Questions**
- **Network**

Anti-Trust/Competition Law Guidance - DO NOT

**Anti-Trust/Competition
Law Guidance
For OCIMF Meetings**

DO NOT X

This checklist is intended to provide guidance to participants in OCIMF meetings. It is not exhaustive.

DO NOT DISCUSS the following topics:

- Prices/Freight rates
- Production
- Capacity or inventories
- Sales/purchases
- Costs
- Future business plans
- Matters relating to individual customers/suppliers
- Employee compensation, benefits, remuneration etc.

DO NOT MAKE ANY AGREEMENT ON, OR TAKE A DECISION TO conduct the following activities:

- All of the above
- Fix sale or purchase prices
- Fix other terms of sale or purchase
- Restrict capacity or output
- Refrain from supplying a product or service
- Limit quality competition or research
- Divide markets or customers
- Exclude competing companies from a market
- Blacklist or boycott customers or suppliers

If you have any questions, please contact
OCIMF
27 Queen Anne's Gate
London SW1H 9BU
United Kingdom
Tel: +44 (0)20 7654 1200
E-mail: enquiries@ocimf.com



Discuss the following topics:

- Prices/Freight Rates, Production, Capacity or inventions
- Sales/purchases, Costs, Future business plans
- Matters relating to individual customers/suppliers
- Employee compensation, benefits, remuneration etc.

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Anti-Trust/Competition Law Guidance – DO

**Anti-Trust/Competition
Law Guidance
For OCIMF Meetings**

DO ✓

This checklist is intended to provide guidance to participants in OCIMF meetings. It is not exhaustive.

DO ENSURE agendas and minutes of meetings are produced and circulated to all attendees, and accurately reflect the discussions that occur.

DO SEEK ADVICE from OCIMF General Counsel and OCIMF Legal Committee before participating in the following potentially sensitive activities:


- Gathering and exchanging statistical information
- Benchmarking
- Creating industry standards
- Self-policing regulations
- OCIMF sponsored research

DO CONSULT with OCIMF General Counsel and/or OCIMF Legal Committee on all questions which might be related to anti-trust/competition law.

DO LIMIT meeting discussions to agenda topics. Items for any other business should be discussed with the meeting Chairman beforehand.

DO OBJECT if an improper or questionable subject is raised and ensure your objection is recorded in the minutes.

If you have any questions, please contact
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Formalities & Agenda

Rob Drysdale – Director



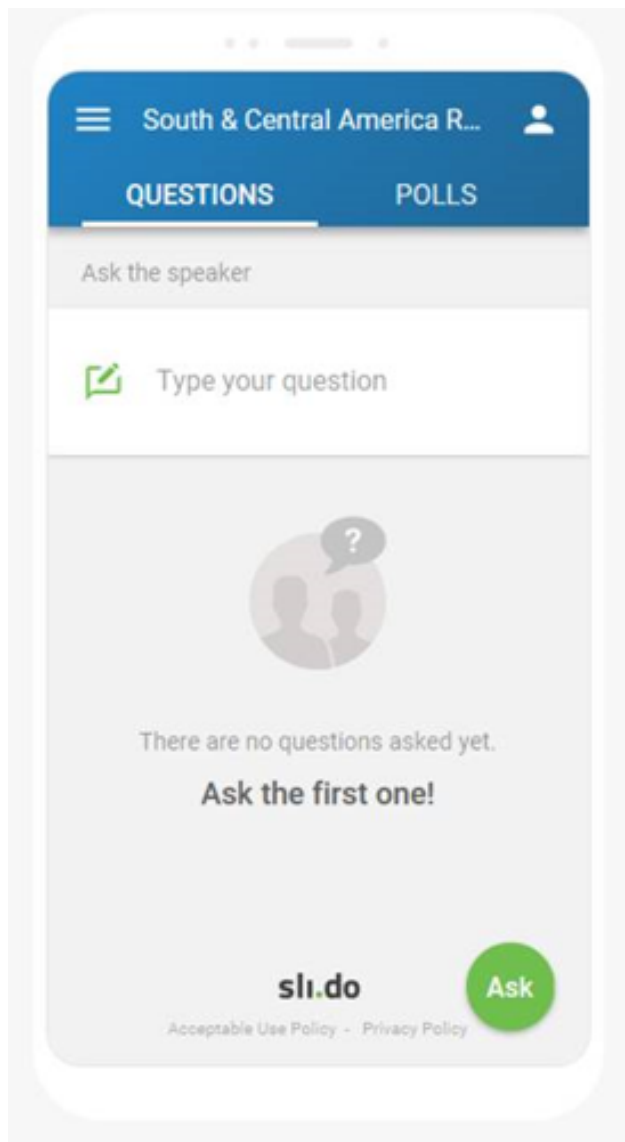


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Q&A Sessions - Slido



How to join your event

- 1 Open a browser on any laptop, tablet or smartphone
- 2 Go to slido.com
- 3 Enter the event code **#SCARMF2**

Tip: Try sending a few questions to see how it works in action.

[Customize code](#)

[How to introduce Slido](#)

Meeting Practicalities

Business Cards



Sign Attendance Sheet

Chris S. Churchill

Cell Phones - Respectful



Group Photo





Agenda

Time	Activity
13:15-14:00	Global Barge Strategy
14:00-14:30	Piracy and Security
14:30-15:00	Coffee Break
15:00-15:30	SIRE – The Future
15:30-16:00	General Q&A

Time	Activity
18:00-20:00	OCIMF Evening reception



OCIMF

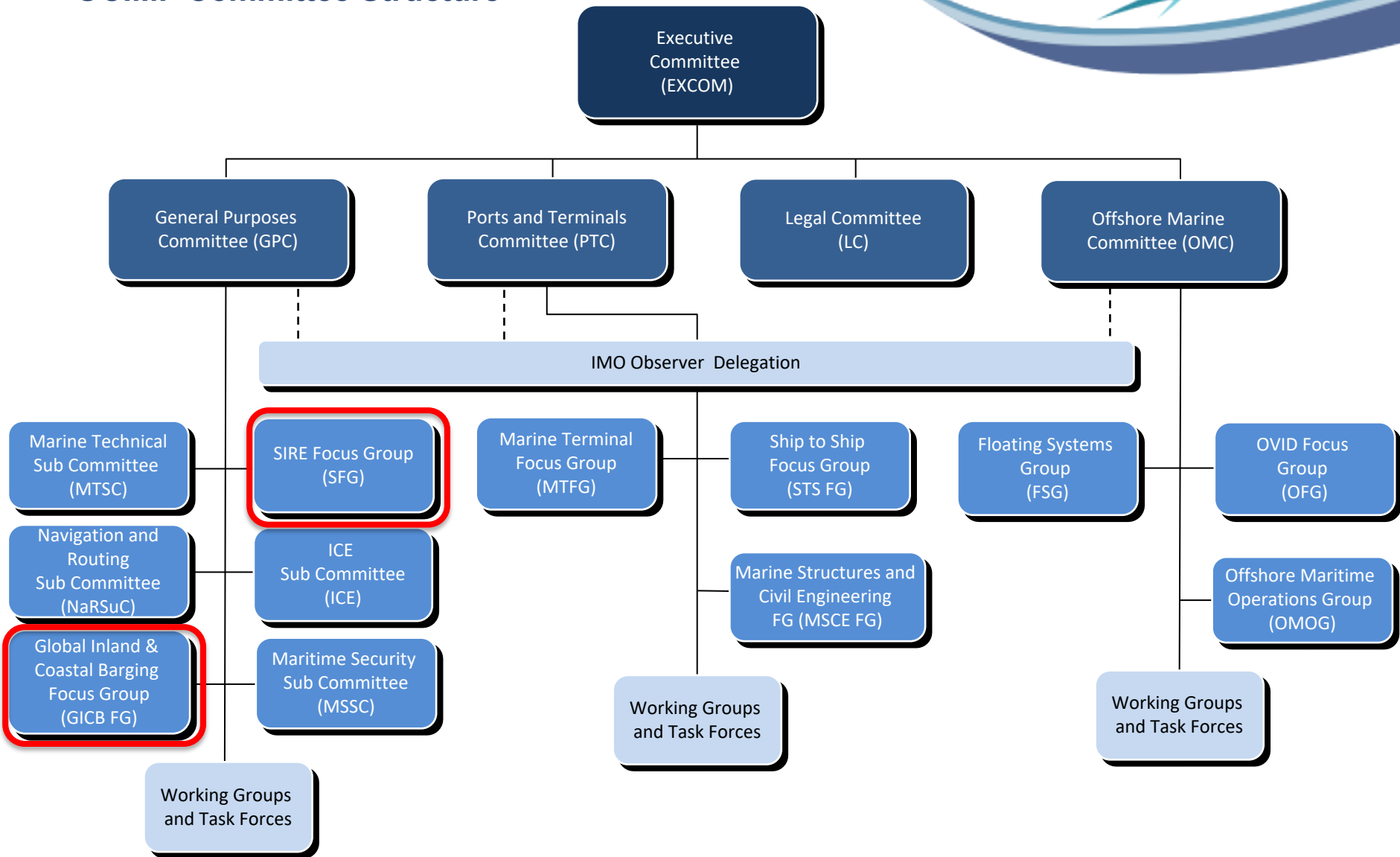
A Voice for Safety

Global Barge Strategy

Gonzalo S Mera Truffini – YPF



OCIMF Committee Structure



Global Inland and Coastal Barging Focus Group



Background

OCIMF members are placing greater emphasis on a barge operations in terms of;

- Safety.
- Pollution prevention.

Purpose

- Act as an advisory body to the reporting line and other OCIMF groups on Inland and Coastal Barging related matters.
- Act as a hub and focal point for cross pollination of ideas from across the regions to enhance global barge standards.
- Work with regional trade industry organisations to enhance operational standards.
- Develop and publish industry best practice, guidance and recommendations.
- Liaise with regional Authorities and Governments on regulatory matters.
- Review global strategic barging issues.



Regional Barge Groups

Background

- Originally developed to manage regional barge inspection sets.
- Increased responsibility to cover safety and pollution prevention in barge operations.

Purpose

- Review and manage the local barge inspection scheme.
- Support the purpose of the Global Inland and Coastal Focus Group at a regional level.

Current Regional Groups:

- North America
- South and Central America
- Europe

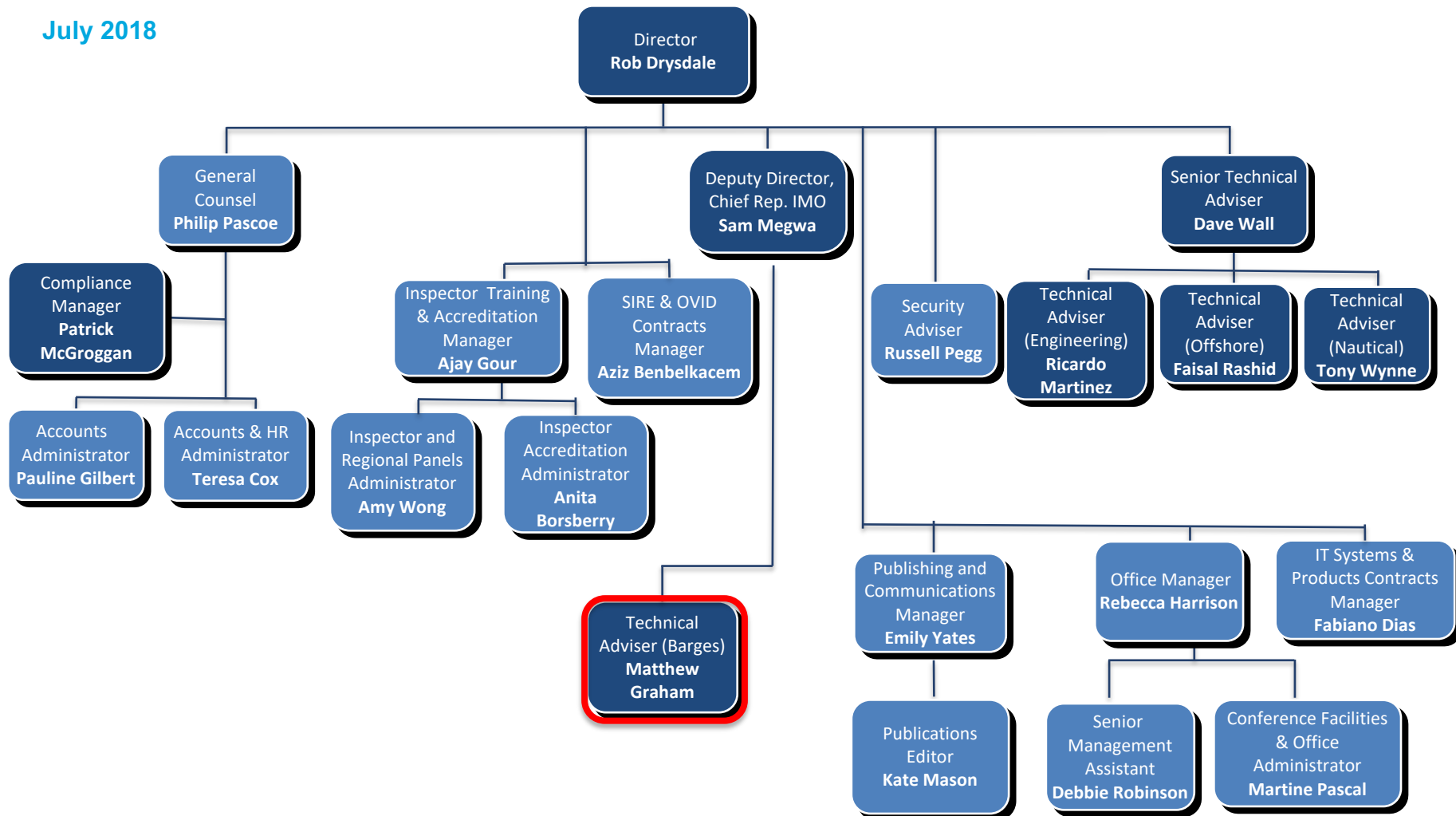
Future Developments:

- There are currently 4 different BIQs and BPQs.
 - The three regions listed, plus an International variant.
- Other variants may be developed.

OCIMF Secretariat

OCIMF Organisation chart

July 2018



Technical Advisor (Barges)



Purpose:

- To act as the OCIMF Subject Matter Expert (SME) for barge activities globally.
- Act as secretary to the Global Inland & Coastal Barging focus group and any Regional Barging focus groups within the OCIMF committee structure.

Work Scope:

- Coordinate and align OCIMF Barge activities promoting continual improvement in relation to safety and pollution prevention activities.
- Work with International, National and Local legislative bodies and local barge NGO's in the promotion of barge safety and pollution prevention.
- Liaise with OCIMF members with respect to the development of further regional barge groups.
- In consultation with the Regional Barge Focus Groups, propose changes to the inspection schemes as they relate to barges and inland shipping.
- Assist in the coordination and development of global and regional publications.
- In conjunction with the Training and Accreditation Manager, develop and deliver standardised training material for Regional Barge Inspector courses.
- Make progress towards elevating the barging industry standards globally.

Goal and Objectives

Deliver improvements to global barge safety and environmental protection standards by 2023 .

Consistency

Global standards of operations and design.

Inspection

An enhanced inspection programme.

Engagement

Effective dialogue with barge industry.

Adaptability

Response to human factors and changes in the industry, regulatory framework and technology.

Key Challenges

	Operational	Management	Processes
Work practices not defined and documented.	Y	Y	Y
Lack of risk based approach to management systems.	Y	Y	Y
Lack of international and inconsistent/sporadic regional regulatory framework and oversight.	Y	Y	Y
Lack of global and inconsistent regional industry self governance.	Y	Y	Y
Inconsistent fleet management within an Owner / Operator business model. (In chartering of barges.)	Y	Y	Y

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OCIMF

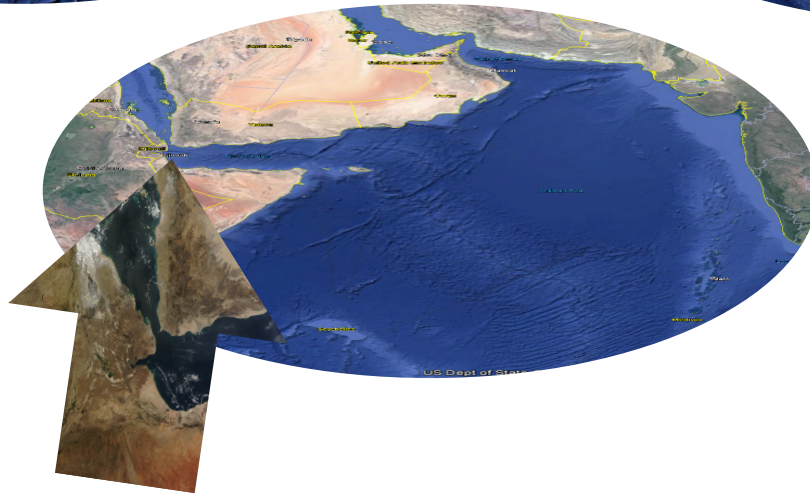
A Voice for Safety

Piracy and Security

Rob Drysdale – OCIMF – Director



Scope:





What do we Want:

1

Keep our mariners safe in a risk environment.

2

Have access to timely reliable information on risk.

3

Together with authorities, work to keep the global supply chain open and mitigate risk.

4

Our drivers are the safety of our people and protection of the environment which are key to our actions and responses.



Progress:

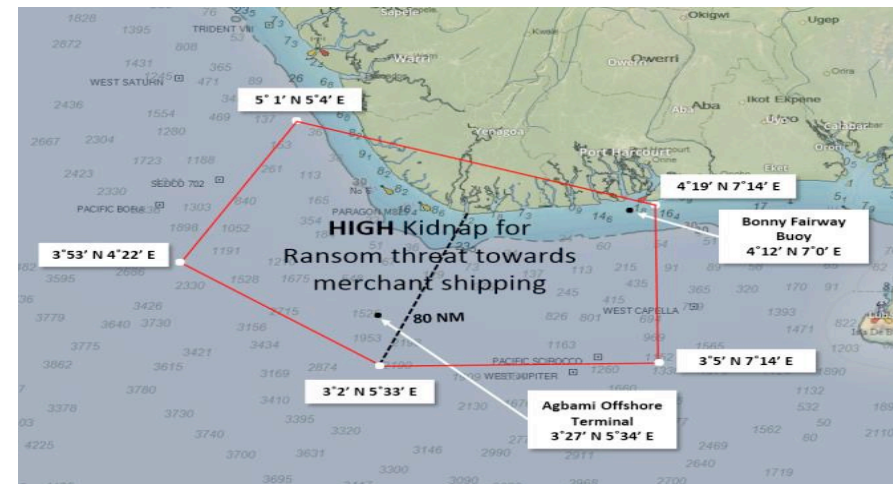
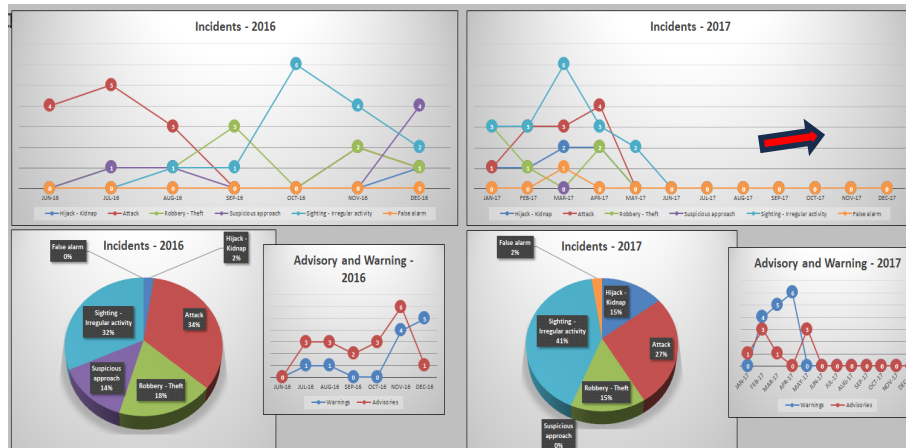
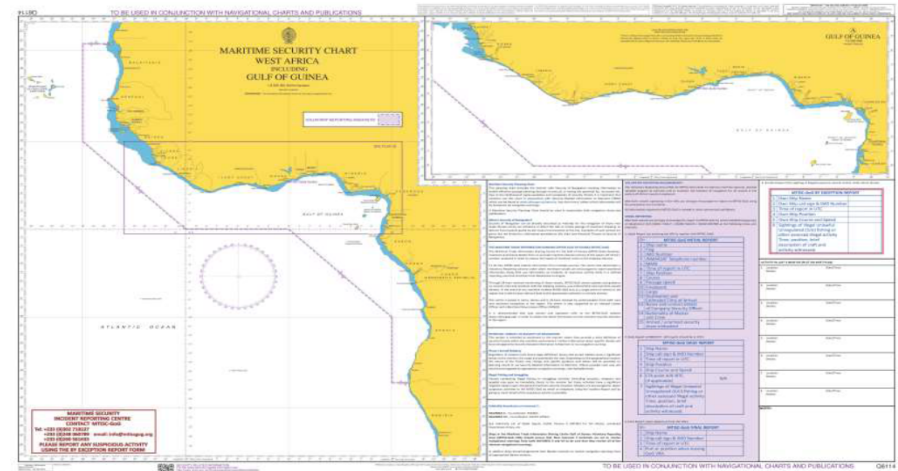
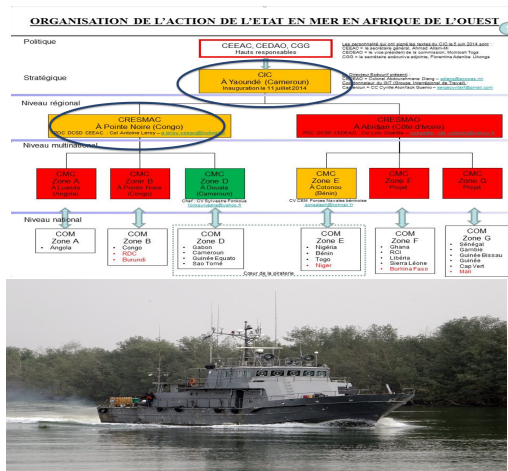
- FR/UK MDAT-GoG.

Concerns:

- K&R of Seafarers

Change:

- Provision of Armed Escort





SE Asia

Concerns:

- Sulu-Celebes Sea
- Robbery & Theft

Progress:

- Guidance.
- ReCAAP MOU.



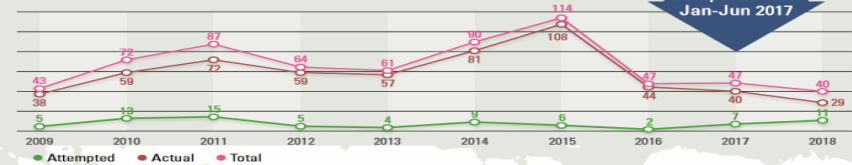
PIRACY AND ARMED ROBBERY AGAINST SHIPS IN ASIA

JANUARY-JUNE 2018

NUMBER OF INCIDENTS

January - June 2018

LOWEST IN TOTAL NUMBER among 10-year period of January-June



DECREASE BY
15%
compared with
Jan-Jun 2017

TOTAL INCIDENTS: 40

37 ARMED ROBBERY

ACTUAL 29 incidents
ATTEMPTED 11 incidents

3 PIRACY

OF CONCERN

- INCREASE in incidents in Singapore Strait
- incidents at Vietnam ports/anchorages

ONE ATTEMPTED ABDUCTION of crew and ONE ATTEMPTED THEFT of oil cargo

ABDUCTION OF CREW FOR RANSOM IN SULU-CELEBES SEAS

- Attempted incident on 16 Feb 18 (*Kudus 1*)
- Status of abducted crew (as of 31 Jun 18):

7 killed
9 still in captivity

45 released/rescued

61 TOTAL

- Threat not totally eliminated, maintain ReCAAP ISC's Advisory to ships to re-route where possible, otherwise
- » Exercise enhanced vigilance
- » Conduct risk assessment
- » Adopt piracy countermeasures to mitigate risk
- » Make timely report
- » Maintain comms with authorities

THEFT OF OIL CARGO

- Attempted incident on 1 Jun 18 (*Lee Bo*)
- MMEA and Indonesian Navy arrested the perpetrators and mastermind

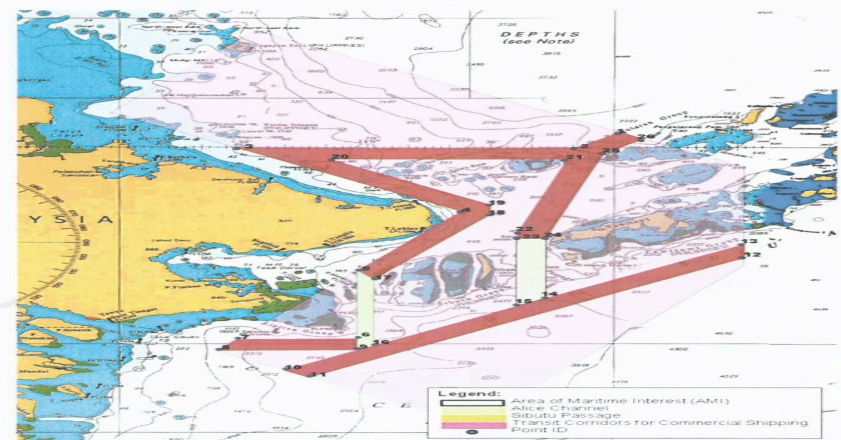
PHILIPPINE COAST GUARD DISTRICT
Southwestern Mindanao Operation Centre
Zamboanga, Philippines
Tel: +63 929686 4129
+63 929686 0689
VHF: Channel 16 with call-sign "ENVY"
Email: hcgdswwm@yahoo.com

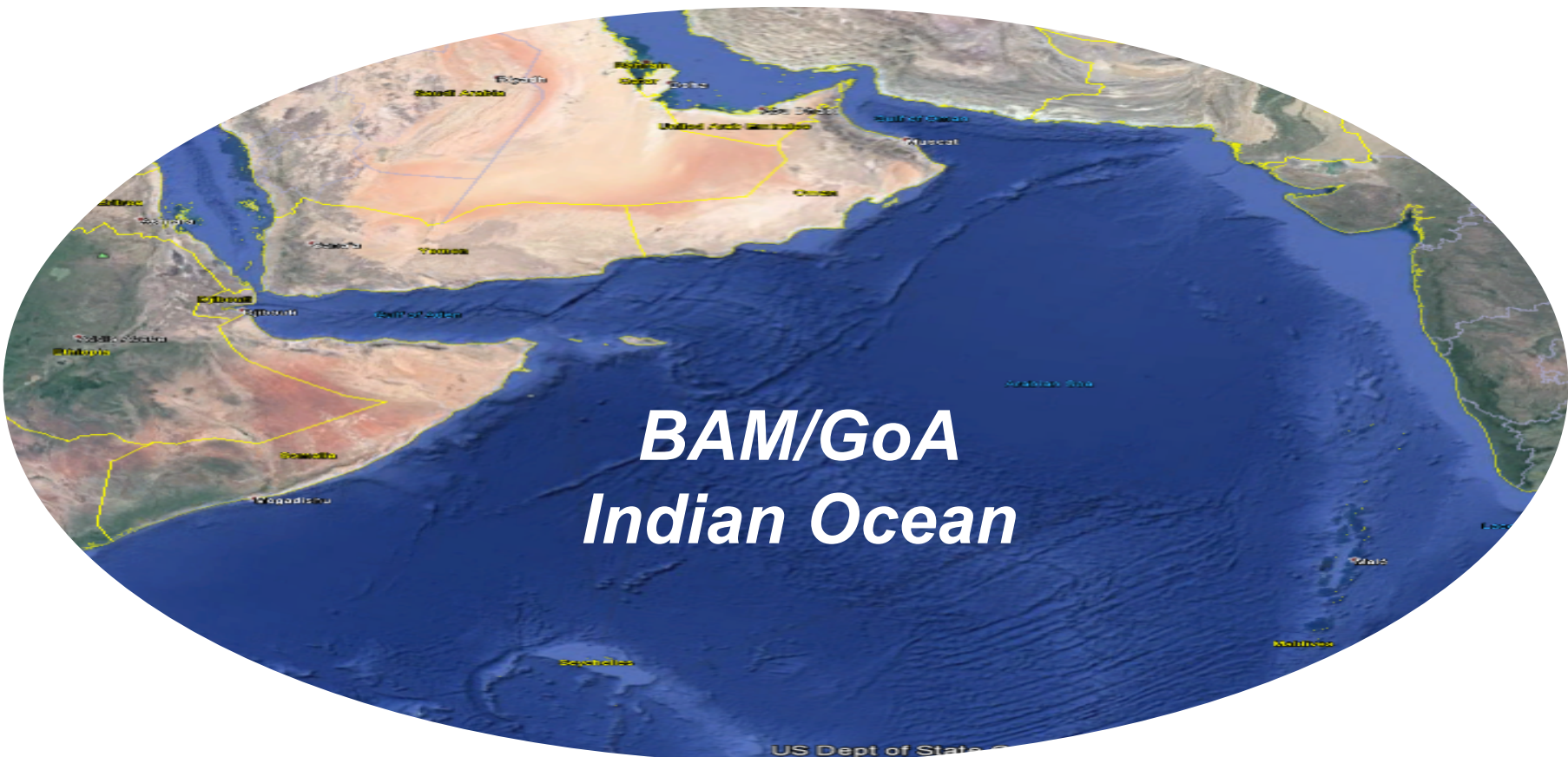
NAVY - LITTORAL MONITORING STATION (LMS)
Bongao, Tawi-Tawi, Philippines
Tel: +63 917774 2293
VHF: Channel 16
Email: jointtaskgroupptt@gmail.com

EASTERN SABAH SECURITY COMMAND (ESSCOM)
Lahad Datu, Sabah, East Malaysia
Tel: +60 89863181/016
Fax: +60 898631812
VHF: Channel 16 with call-sign "ESSCOM"
Email: bilikgerakanesscom@jpm.gov.my

ENCLOSURE

Transit Corridor for Commercial Shipping





BAM/GoA
Indian Ocean

US Dept of State

Mines

Ado Ale Terare

Original Yemen inventory MYAM, MKB og M-08 mines of Soviet origin - capability intact plus new Yemen-constructed (local) mines



Source: Iraq Ordnance & Guide (unclassified)

11 5.0.0. NAOAL AMBC CONTACT MINE (IRAKI AL KANDI)
(IRAKI TACTICAL)

Q-35-2-11
2500 CM 5.000 CM



UXOINFO.com
Source: Iraq Ordnance & Guide (unclassified)

WBIED/Drone attacks



Houthi/Saleh Capability: Existing and increasing

Possible Candidate Missiles – C802/NOOR



- ♦ Chinese C802 ASCM
- Noor is an Iranian copy
- ♦ Max Range: 120 km
- ♦ Speed: Mach 0.80-0.90
- ♦ Warhead: 165 kg



Indian Ocean

Concerns:

- Resurgence of Piracy.
- EUNAVFOR Transition.
- Maintenance of BMP.

Red Sea/BAM

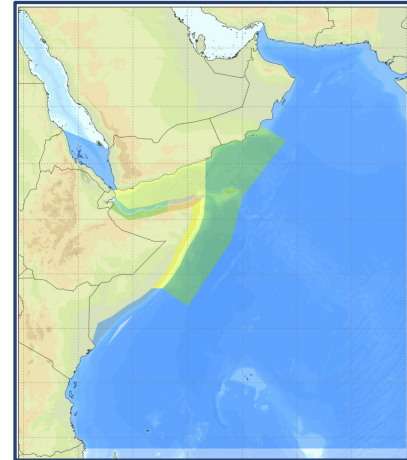
Concerns:

- Missile/Mines/WBIED.
- Limited sea room.
- MSTC.

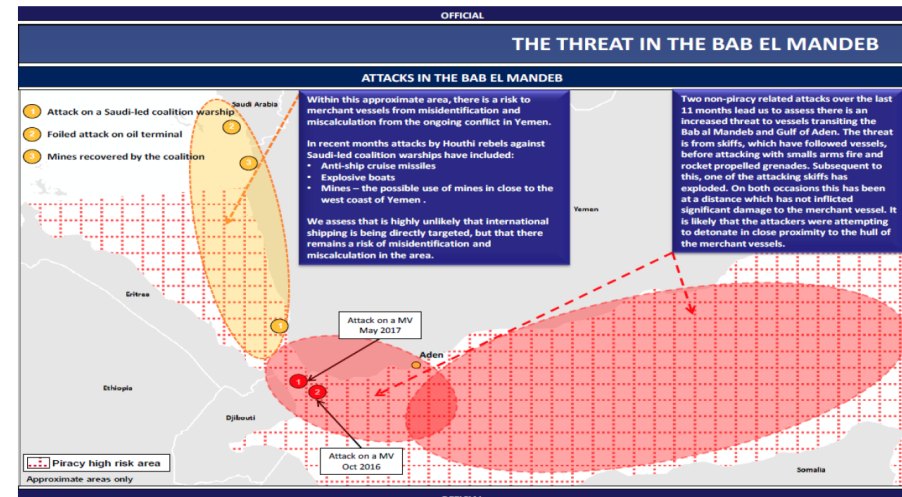
Arabian Gulf

Concerns:

- Regional instability.
- Harassment.



LIKEHOOD OF PIRACY ATTACK	
HIGHLY UNLIKELY	<10%
UNLIKELY	15-20%
REALISTIC POSSIBILITY	25-50%
LIKELY	55-70%





Concerns:
-Collateral
Damage:
Rockets.
Mines.
RPG.

-WBIED
-Proliferation

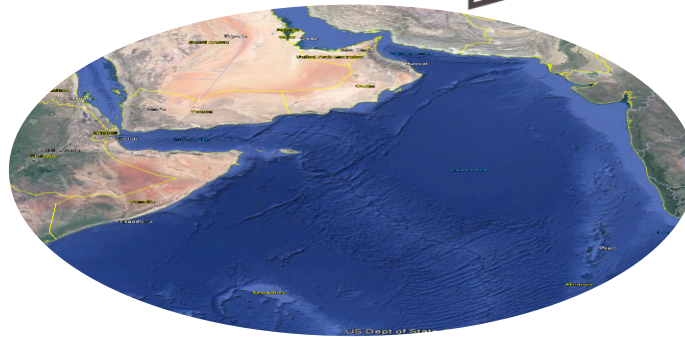


- Hull Vulnerability:

- Citadel Policy.
- Safe Muster Points.
- Crew Egress.

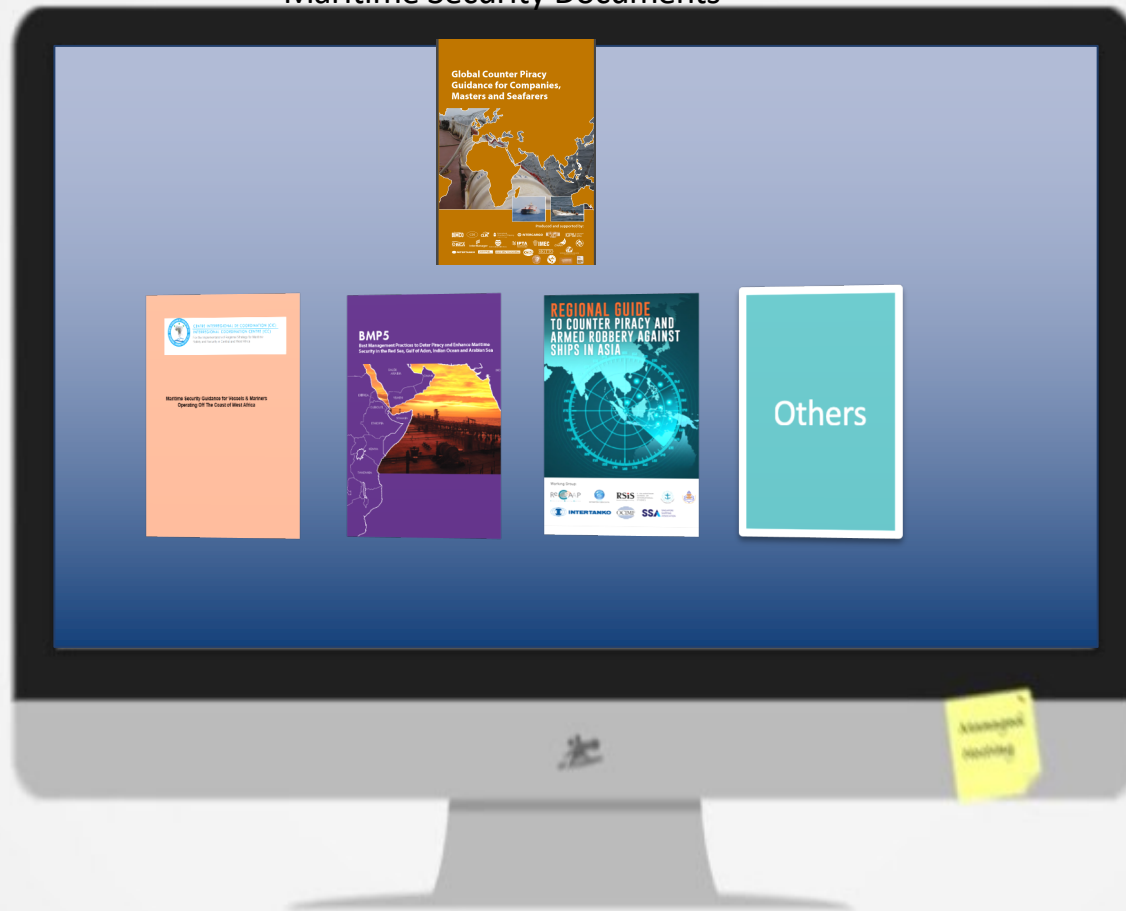


Maritime
Security



<https://www.maritimeglobalsecurity.org>

Maritime Security Documents





Cyber Security

OCIMF – Key Issues:

- ☐ Industry – Cyber Security Guidelines.
- ☐ IACS – JIWG.
- ☐ Cyber Education:
 - ☐ Fidra [Films](#).
- ☐ OCIMF Cyber Information Sharing .
- ☐ TMSA3/SIRE/OVID.





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A Voice for Safety

Coffee ?



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SIRE – The Future

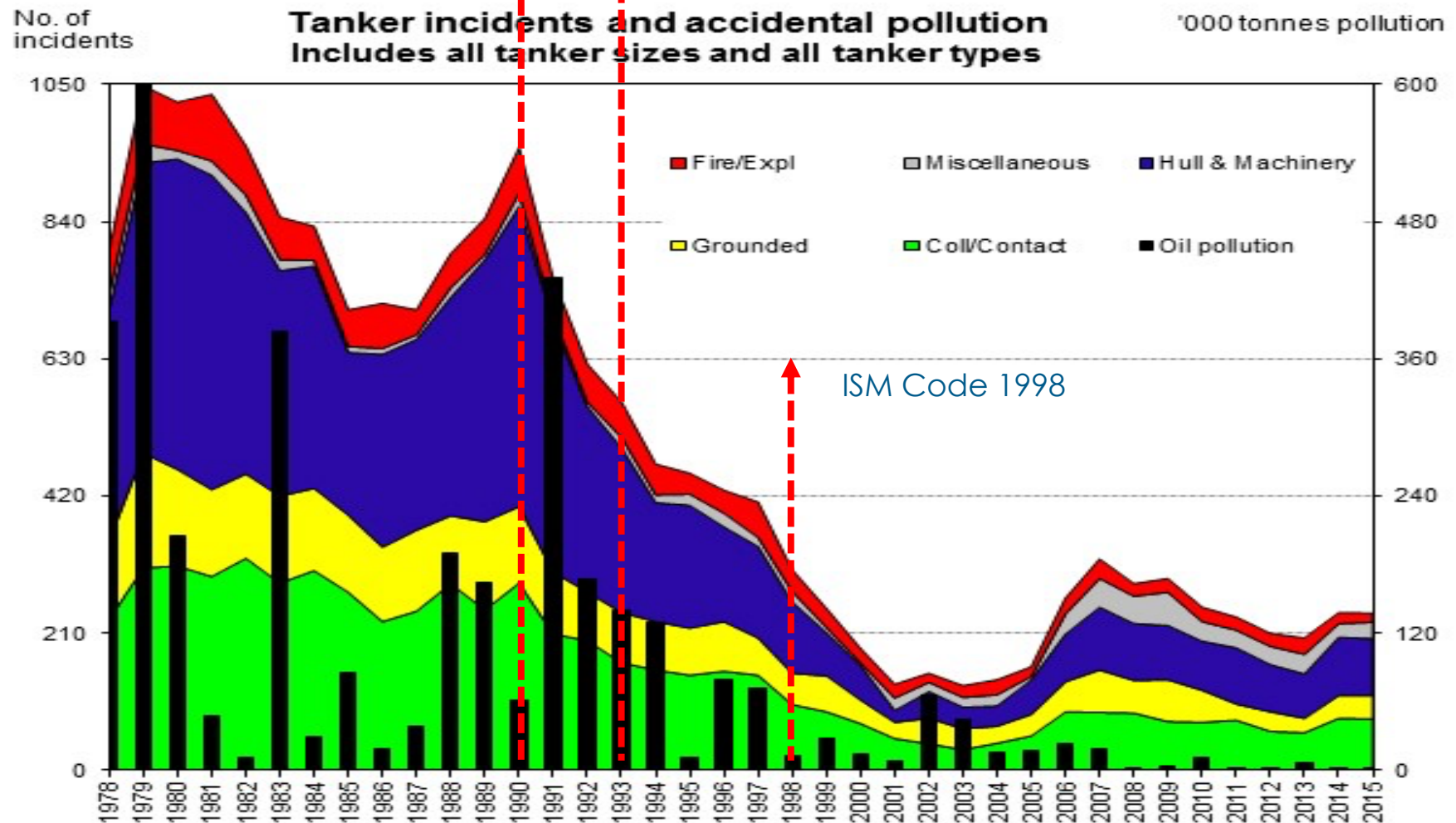
Tony Wynne – Technical Adviser (Nautical)



Incident records

Oil companies started development of formalized inspection systems

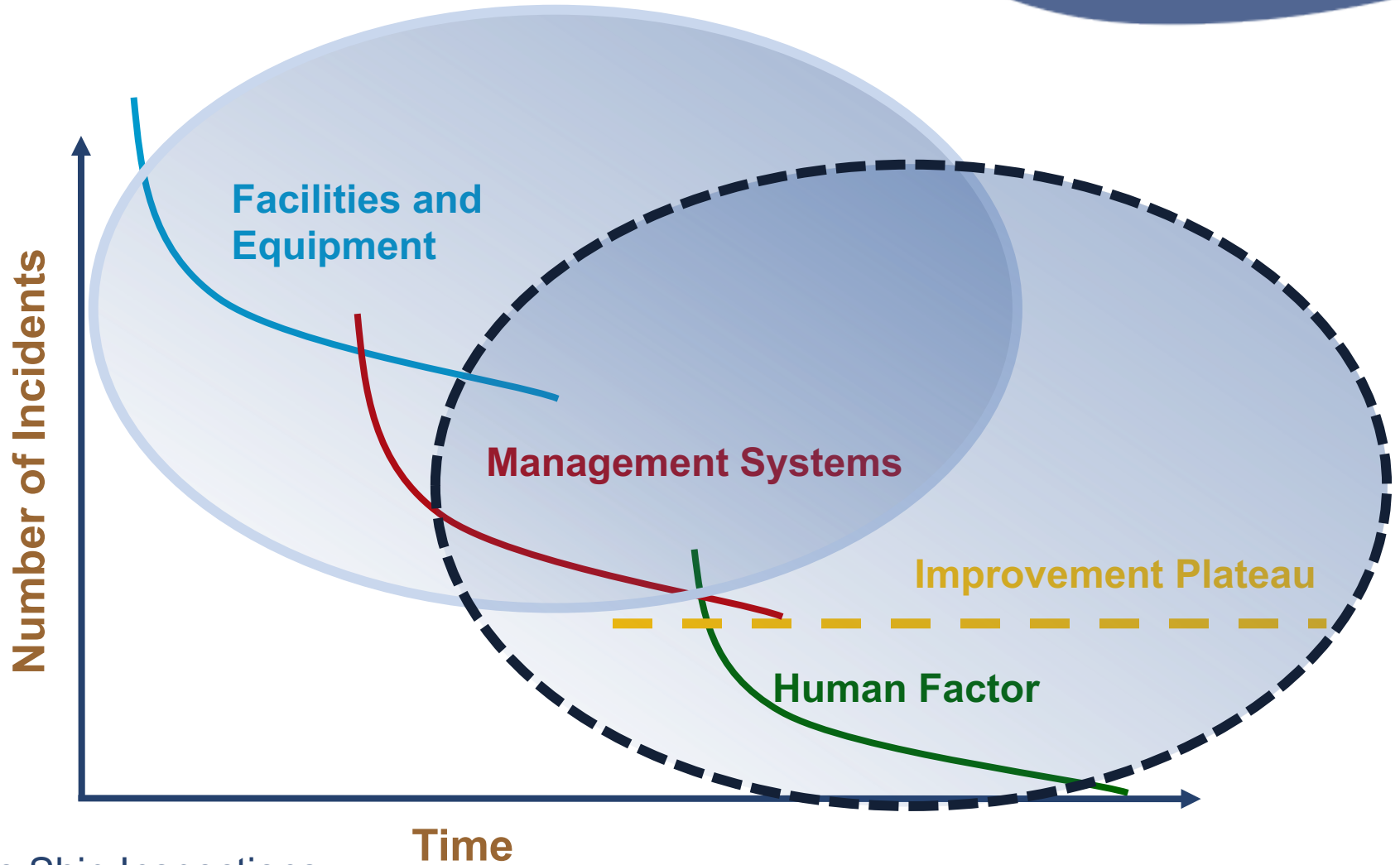
SIRE Introduced 1993





Still room for improvement?

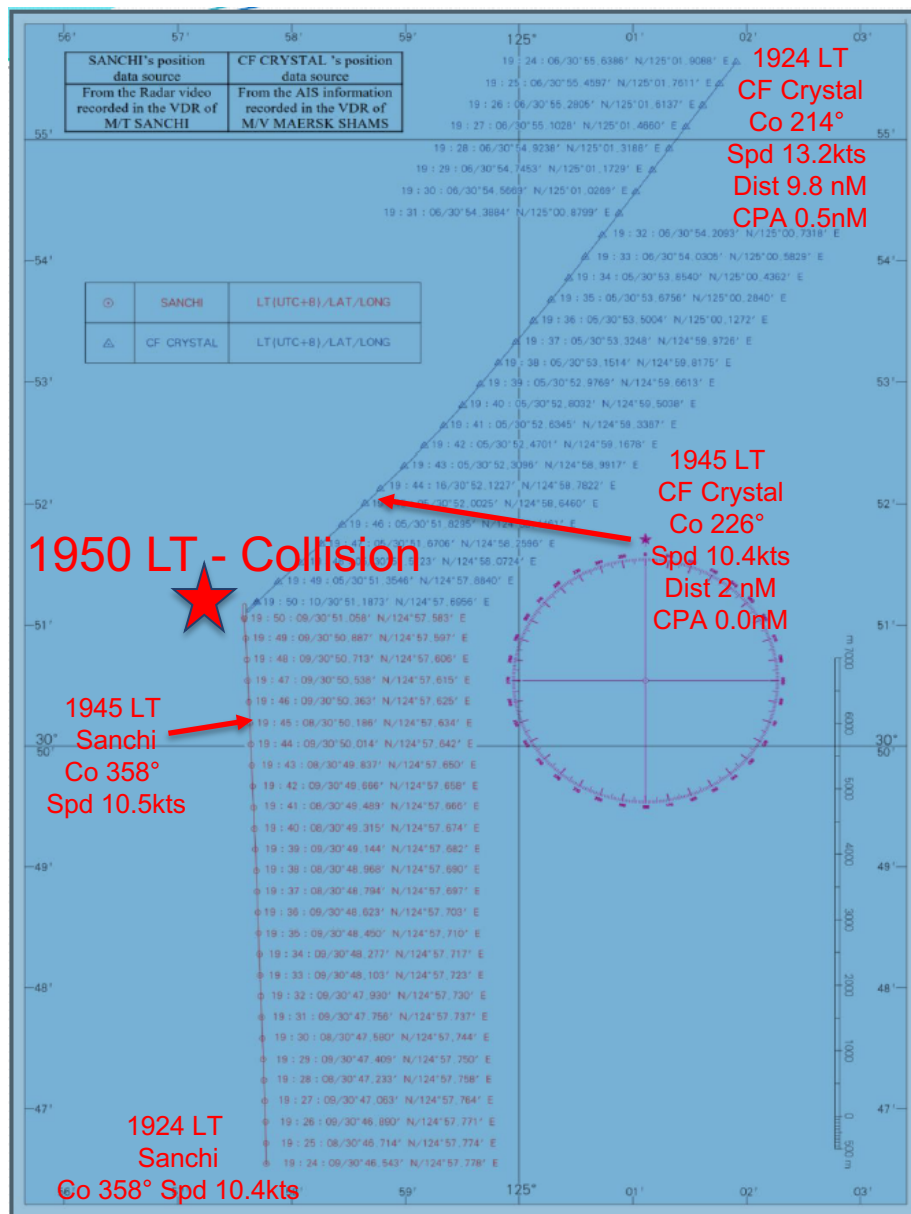
“Human Factors” – Why the focus?



To date Ship Inspections focussed on equipment and management systems.

Moving forward more focus on “Humans” and take a risk based approach to hardware and systems.

Sanchi & CF Crystal – Compliance with Collision regulations



Both Vessels

Part I - Conduct of vessels in any condition of visibility
Good visibility @ 10nM

Rule 5 - Look-out - **Both failed to follow**

Rule 7 - Risk of collision - **Both failed to follow**

Rule 8 - Action to avoid collision - **Both failed to follow**

Bridge teamwork and OOW Handover (CF Crystal) procedures poor.

Sanchi –

Rule 15 - Crossing situation - **Failed to follow**

Rule 16 - Action by give-way vessel

Failed to take any action as required

CF Crystal –

Rule 17 - Action by stand on vessel

Made minor alterations of course 214 to 226 over 8mins

Failed to take action when collision apparent

What went wrong – Initial observations

From Sanchi VDR and Interviews with CF Crystal Crew members.

Collision regs – Not followed on both ships

OOW knew the rules but failed to follow

WHY?

Bridge team communications –

Poor

Interaction between OOW and Watchman

Watchmen reported CPA near zero

OOW no action

Bridge watch Handover procedures

Crystal 3/0 to bridge 1943 / C/O leaves bridge 1946

No navigational issues handed over

Poor

Use of Navigational equipment –

Using AIS for Collision avoidance?

Not using ARPA ?

Poor

Appears to be **HUMAN FACTORS**



**Does the SIRE VIQ address
Human Factors?**



Goals and Objectives

Our goal is to develop an enhanced vessel inspection programme that accurately reports on the quality of a vessel and its crew on an ongoing basis, and is indicative of the future performance of the vessel

Accuracy

Accurate description of how key safety and operational risks are managed and verified onboard a vessel

Capability

Provision of inspectors of highest quality, consistency and integrity

Reliability

Reduction in number of repeat inspections on the same vessel

Adaptability

Responsiveness to human factors and changes in the industry, regulatory framework, and technology

Opportunity Assessment





VIP – Working Groups – Areas of Interest

Inspection

- Risk based VIQ
- TMSA Linked to VIQ
- Integrate Human Factors
- Targeted Question Sets
- Pre Visit Data Feed

Governance (Quality- Consistency- Integrity)

- **Inspector:**
 - Selection
 - Accreditation
 - Governance
- **Inspection:**
 - Report Quality
 - Scheduling & Frequency
 - Member Governance

Innovation & Technology (Tools to deliver)

- Pre Inspection Portal
 - Certs, Class, Photo's etc
- Inspection data Management
 - Observation scales, TMSA/VPQ Correlation, Big data analysis, Targeted format, etc
- Inspection Delivery
 - Cameras, Tablets, Body Cams
- Inspection Training & Accreditation
 - CBT, Simulations, etc



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A Voice for Safety

Q & A

Gonzalo S Mera Truffini – YPF – Regional Champion

Rob Drysdale – Director

Tony Wynne – Technical Adviser (Nautical)





Questions ?



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