

# SHIPPING STANDARDS & SAFE HAVENS



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# **Oil Companies International Marine Forum**

- The Oil Companies International Marine Forum (OCIMF) is a voluntary association of oil companies having an interest in the shipment and terminalling of crude oil and oil products.
- OCIMF's mission is "... to be the foremost authority on the safe and environmentally responsible operation of oil tankers and terminals, promoting continuous improvement in standards of design and operation".

# What does OCIMF do?

- Develops Guidelines recognised as definitive in the tanker industry (50 + guides)
- Supports & contributes to regulatory development with participation at IMO and IOPC Fund
- Active support for national enforcement of International Conventions
- Vigorous Promotion of Tanker Safety, e.g. via the Ship Inspection Report (SIRE) system



# Oil Spill Compensation



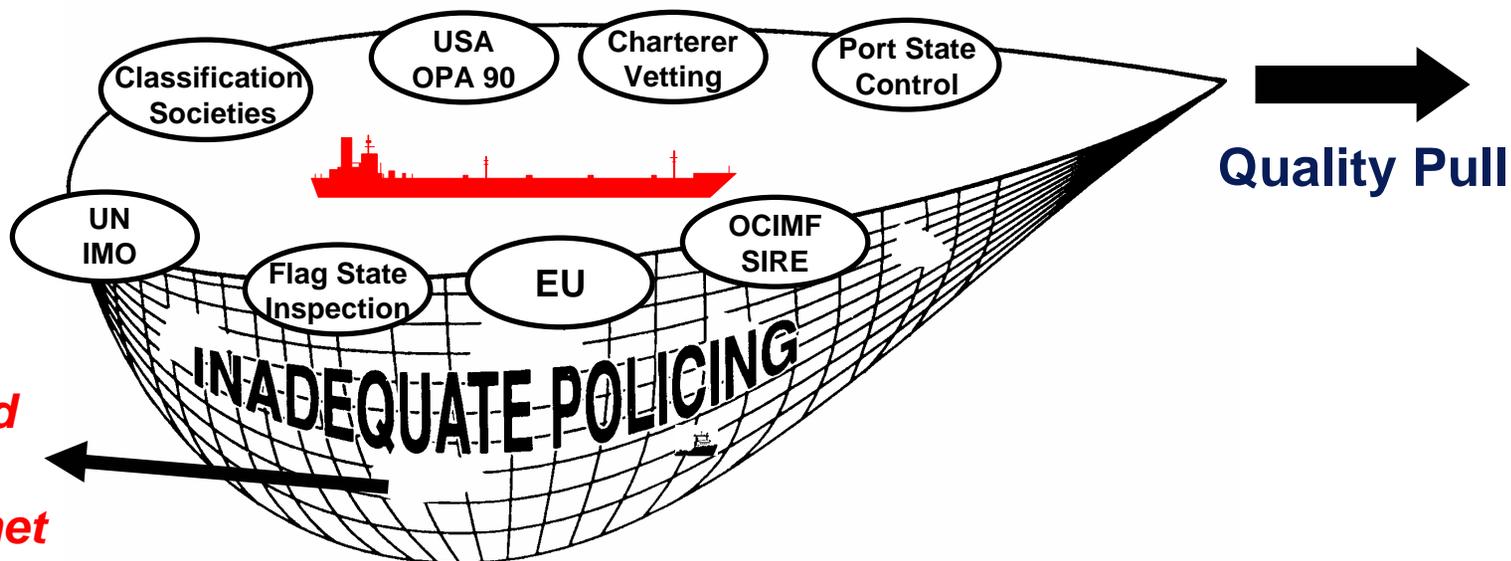
The international system for compensation should

- 1. Ensure that those affected by spills are properly compensated*
- 2. Be consistent with efforts to improve safety.*

The current arrangement largely protects ship-owners & insurers from the financial consequence of a major oil spill and is thus a disincentive to enhancement of safety.

**OCIMF welcomes the forthcoming review of the  
CLC / IOPC Fund arrangements.**

# Business and Regulatory Environment



*But some sub-standard tankers still escape the net*

- Shipowner responsible for safe management, manning and maintenance
- Classification societies set standards of construction and assess condition
- Flag states regulate the standards of ships under their registry
- Port state control administrations inspect vessels and may detain them

***The majority of the world tanker fleet is safely operated.  
But a significant minority is not.***

***So oil companies have systems for Ship Quality Assurance.***

# Double Hulls

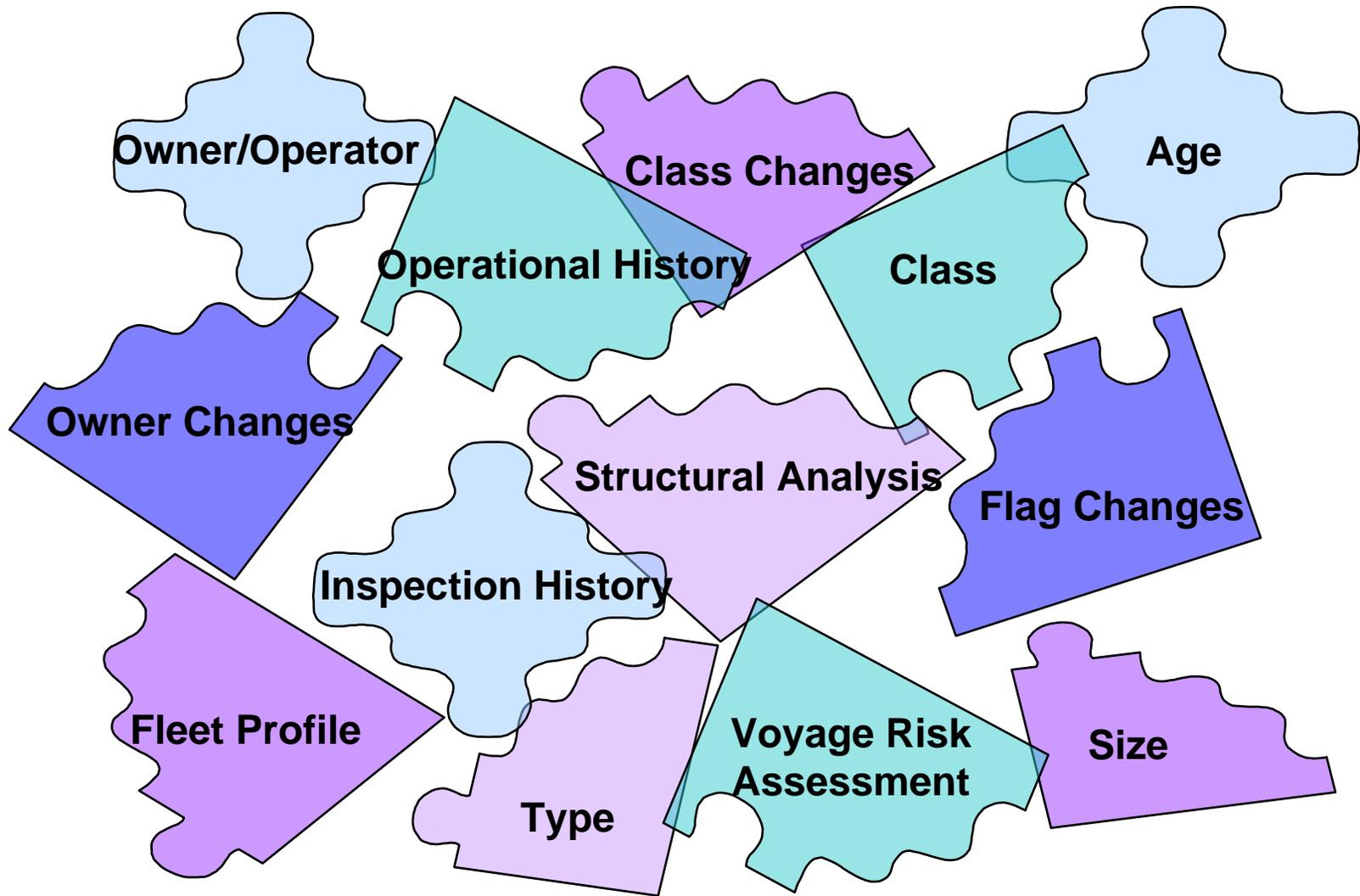
*An improvement but not a total solution*



- Provide some protection in a low energy grounding or collision
- Not a substitute for good management, manning and maintenance

**Ship Quality Assurance requires consideration of a range of factors**

# Ship Quality Assurance Input



# Ship Inspections

*A key input to the vetting process*



- Inspections based on an industry standard  
VESSEL INSPECTION QUESTIONNAIRE
- Tankers typically inspected twice per year
- Inspectors are trained, audited & accredited
- Approx 11,000 reports per year into the OCIMF Ship Inspection Report (SIRE) database
- Reports contain only factual observations, not judgments
- Interpretation of the data is the responsibility of the user

# Who can use SIRE?



Reports are available at a nominal charge to industry subscribers that include:

- OCIMF members
- Bulk oil terminal operators
- Tanker charterers
- Oil traders

And, free of charge, to:

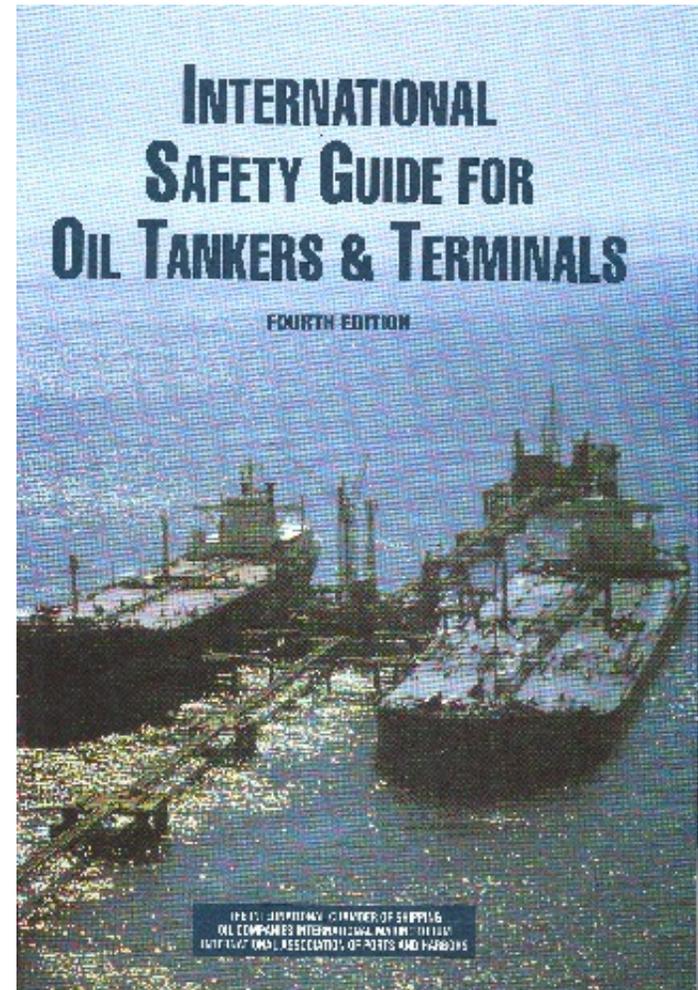
- Government bodies e.g. port and flag states

# Port & Terminal Safety

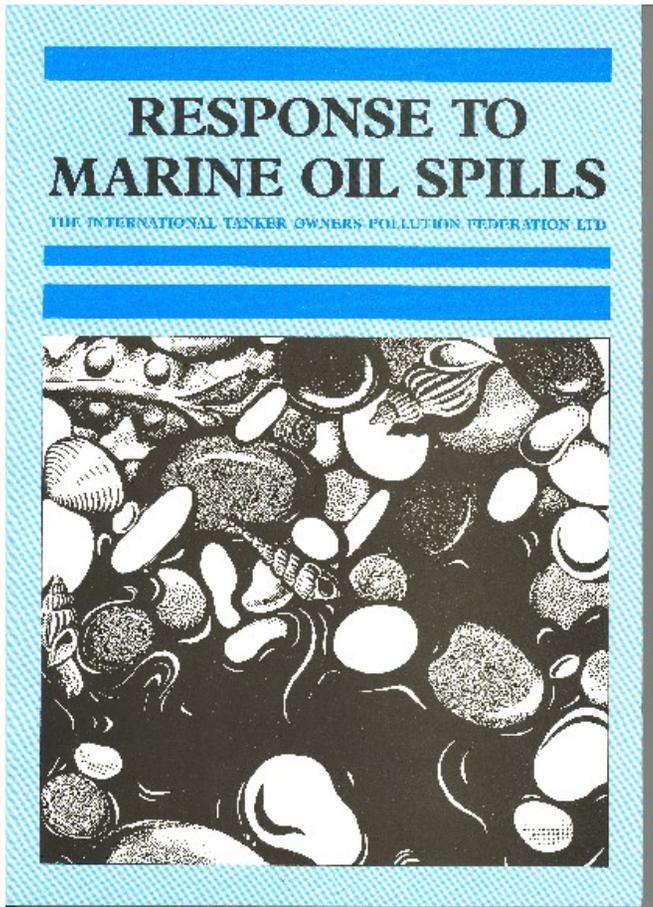


Ports & Terminals are encouraged to **self-assess** their operations, and to have **independent audits**, based on OCIMF standard references:

- International Safety Guide for Oil Tankers & Terminals (ISGOTT)
- Marine Terminal Baseline Criteria and Assessment Questionnaire, which is to supersede the Marine Terminal Survey Guidelines in early 2004



# Port & Terminal Safety



Other guidelines include:

- Marine Terminal Fire Protection & Emergency Evacuation
- International Best Practice for Maritime Pilotage and, for oil spill preparedness and response
- the International Tanker Owners Pollution Federation (ITOPF) 'Response to Marine Oil Spills'

# The Way Forward



Shipping is an international business.

The regulatory framework should be developed via the International Maritime Organisation.

Key areas for improvement include

- Revision of the oil spill compensation arrangements
- Consistent implementation by Flag States of IMO Conventions

# The Way Forward



Flag States to participate in the IMO model audit scheme.  
*(This initiative will help improve International consistency of enforcement of regulations)*

## *PROPOSED ACTION*

- *Governments to carry out self assessment of the regulatory regime for its national flag vessels*
- *Governments that take pride in the quality of their Registries to take the lead in 2005 in doing this.*

# The Way Forward



Maximise the potential of the OCIMF Ship Inspection Report (SIRE) database.

## PROPOSED ACTION:

- Oil companies / charterers / traders to encourage every tanker engaged in international trading to have a valid inspection report in the SIRE database.
- Port State Control Authorities to use SIRE as a tool for prioritising their inspections of higher risk vessels.  
(It is FREE !)

# The Way Forward



Self-assessment and independent audit of ports

*(The objective is to obtain an assessment of the current standard of pilotage, towage, channel depths, vessel traffic systems, navigational aids etc in the ports, and of the various berths and terminals, leading to improvements where required to manage the risks.)*

## PROPOSED ACTION

- Port Authorities to carry out self assessment on basis of OCIMF guidelines.
- Port Authorities to obtain assurance from independent audit carried out by experts.

# The Way Forward



## An holistic approach

- A robust international framework via IMO and IOPC.
- Flag States to participate in IMO model audit scheme.
- Industry to encourage even wider use of SIRE.
- Governments to strengthen Port State Control, using SIRE as a tool to target higher risk tankers.
- Port Authorities to carry out self-assessment and independent audits
- Classification Societies to adhere to uniform standards globally and across Societies to reduce incentives for “Class Hopping”

***Working together for Sustainable Development***