



MEDITERRANEAN ACTION PLAN (MAP) REGIONAL MARINE POLLUTION EMERGENCY RESPONSE CENTRE FOR THE MEDITERRANEAN SEA (REMPEC)

10th Meeting of the Focal Points of the Regional
Marine Pollution Emergency Response Centre
for the Mediterranean Sea (REMPEC)

REMPEC/WG.32/INF.6
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Agenda Item 8

SAFETY OF OPERATIONS IN OIL TERMINALS

Note by the Oil Companies International Marine Forum (OCIMF)

SUMMARY

Executive Summary This document provides background information on the work currently on going within OCIMF with regards of safety management in oil terminals.

Action to be taken: Paragraph 7

Related documents: REMPEC WG.32/8/1, REMPEC WG.32/10

Introduction

1. The Oil Companies International Marine Forum (OCIMF) was formed at a meeting in London on 8th April 1970. It was initially the oil industry's response to increasing public awareness of marine pollution, particularly by oil, after the "Torrey Canyon" incident. Governments had reacted to this incident by debating the development of international conventions and national legislation and the oil industry sought to play its part by making its professional expertise available and its views known to governmental and inter-governmental bodies. The current Members of OCIMF comprise 83 companies worldwide. The work of OCIMF is carried out through the Committees, Sub-Committees, Forums, work groups and task forces composed of members' representatives and assisted by the Secretariat.

2. The primary objectives of OCIMF are the promotion of safety and prevention of pollution from tankers and at oil terminals. OCIMF was granted consultative status in 1971 at the International Maritime Organization (IMO), the specialised agency of the United Nations, devoted exclusively to maritime matters. OCIMF is organised to co-ordinate oil industry views at IMO meetings, to review technical proposals circulated by IMO and to advise its membership on legislative activities as they develop. OCIMF 's strategy is to identify critical safety and environmental issues facing the oil tanker and terminal industry, and develop and publish recommended criteria that will serve as benchmarks for the industry.

3. In conjunction with the IMO and other regulatory bodies, both regional and national, OCIMF supports the development of international conventions and regulations that enhance the safe construction and operation of oil tankers and terminals; support the global implementation and enforcement of such international conventions and regulations; and encourage industry-wide acceptance of established safety and environmental guidelines and recommendations.

4. The work which is introduced in the present document has been developed within the Ports and Terminals Committee which goal is to support the OCIMF vision and work to improve safety and environmental issues at ports and terminals with particular reference to the ship and terminal interface. Membership is sought from senior representatives of OCIMF members who have expertise in port safety and operations. Reporting to the PTC are three regional Forums, representing a world-wide coverage of members and terminal operators. Information flows between the groups and many issues raised lead to the formation of task forces of specialists to develop guidelines and information papers for the benefit of the industry.

OCIMF Marine terminal System

5. OCIMF Marine Terminal System Project was launched in 2009. Its goal is to raise standards at marine terminals for safer berths and ship/shore interfacing. To achieve this, a consolidated system is being developed incorporating the four interlinked following elements:

- terminal particulars Questionnaire (started in June 2009);
- terminal Management Self Assessment (started march 2010);
- terminal operator Competency Standards, Assessment and Training Guidance (started October 2010);
- terminal assessor training and accreditation.

6. The following paragraphs give some information on the expected outcome of each part of this comprehensive system.

Terminal Particulars Questionnaire (TPQ)

- The expected outcome is an accurate repository of Marine particulars data needed for assessing suitability of the ship/shore interface. The objective of a TPQ is to provide accurate and comprehensive terminal information as an essential element in ensuring the compatibility of ships and terminals, the safety of operations and the protection of the environment.
- It is anticipated that the TPQ system will be ready in 3rd Quarter 2011 with a launch planned for Early October 2011.

Marine Terminal Management Self Assessment (MTMSA)

- MTMSA is being developed as a tool to assist terminal operators to assess the effectiveness of their management systems with regard to berth operators and the management of ship/shore interface.
- the process of self assessment is intended to encourage terminal operators to assess the performance of their safety management system by means of Key Performance Indicators (KPIs).
- Terminal operators can use their assessments results to develop a plan to continuously improve safety and environmental performance and transfer best practices across their operation through the consistent application of improved processes and procedures.
- MTMSA is expected to be ready around 3rd Quarter 2011.

Marine Terminal Operator Training System (MTOTS)

- The work has started and will consist in a review and update of the existing Marine Terminal training and Competence Assessment Guidelines and the Suggested Competence Standards published by the Society of International Gas Tanker and Terminal Operators (SIGTTO)

Marine Terminal Assessor and Accreditation Program (MTA)

- To be developed in order to facilitate the process of assessing the application of the Marine Terminal System.

7. **The Meeting of Focal Point is invited to take note of the information provided in this document.**