



SHADE – Monday 16 December 2024
Russell Pegg OBE
Capt RN(rtd)



Some of Our Members



أرامكو السعودية
saudi aramco



ConocoPhillips



Information Sharing is Seamless with one Exception

OCIMF IN NUMBERS

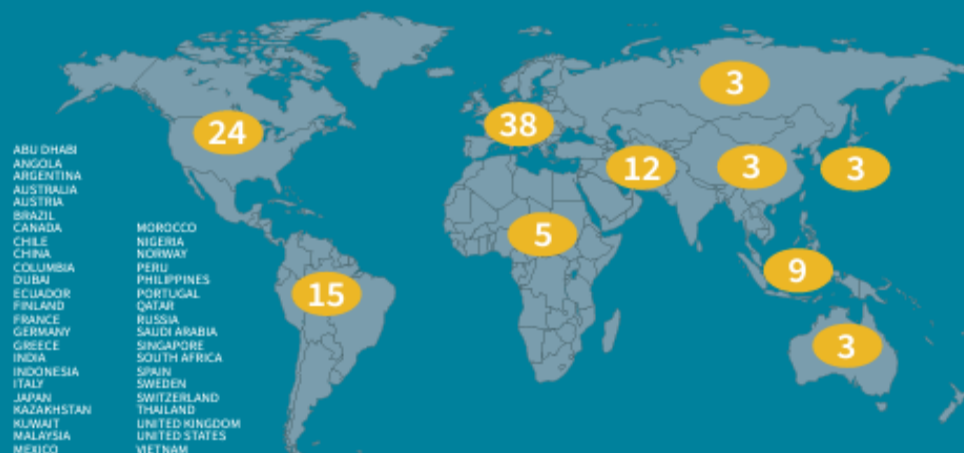
54

YEARS OF OCIMF
1970 – 2024

 **3**
PRINCIPAL COMMITTEES

15  X3
FUNCTIONAL COMMITTEES
AND EXPERT GROUPS

113 MEMBERS IN 42 COUNTRIES



 **3,284**
NEWSLETTER SUBSCRIBERS

33,244 
FOLLOWERS ON LINKEDIN

 **55**
INFORMATION PAPERS

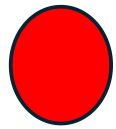
30 
BOOKS PUBLISHED

	9,826 SHIPS INSPECTED	23,722 REPORTS UPLOADED	171,349 REPORTS DOWNLOADED
	8,024 BARGES INSPECTED	9,625 REPORTS UPLOADED	40,196 REPORTS DOWNLOADED
	2,911 OFFSHORE VESSELS INSPECTED	3,042 REPORTS UPLOADED	2,140 REPORTS DOWNLOADED
	489 SIRE SHIP INSPECTORS (CAT 1)	127 SIRE BARGE INSPECTORS (CAT 3)	382 OVID INSPECTORS

SIRE AND OVID STATISTICS	SIRE			OVID
	SHIPS CAT 1	BARGES CAT 3	TOTAL	TOTAL
TOTAL VESSELS REGISTERED AT END 2023			22,633	7,209
VESSELS REGISTERED IN 2023	396	479	875	672
NUMBER OF INSPECTIONS	23,772	9,625	33,347	3,256
NUMBER OF VESSELS INSPECTED	9,826	8,024	17,850	3,086
INSPECTIONS PURCHASED – TOTAL PURCHASE	171,349	40,196	211,545	2,367
TOTAL OPERATORS REGISTERED END OF 2023			2,613	1,468
NUMBER OF OPERATORS REGISTERED IN SIRE / OVID in 2023			322	123
TOTAL TMSAS / OVMSAS PUBLISHED AT END 2023			8,570	1,085
TMSAS / OVMSAS PUBLISHED IN 2023			1,388	452

 **2,355**
MTIS TOTAL BERTHS REGISTERED BY END 2023

1,097 
MTIS TOTAL TERMINALS REGISTERED BY END 2023

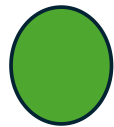


No Transit

Stated nexus target
Company Reputation
High likelihood of incorrect target selection



Factors influencing Red/Green



Transit

No Nexus
Risks acceptable
Houthi agreement
Low likelihood of incorrect target selection

Cost

- Insurance (1-1.4% hull value), Plus Canal fees
- Additional Fuel
- Seafarers' additional salaries
- Additional freight costs
- Commercial pressures

Human Factors

- Crew safety and morale component
- Owners Risk Appetite.

Safety & Security

- Pollution & Salvage
 - Lack of providers willing to operate in area.
- MEDEVAC
- Lack of willing ports of refuge
- Military protection

ROE & Military Assets

Safe/cost effective alternative Trade Routes

Industry
Expectations

PRIORITIES

HIGH
Within 3-month
timeframe

Information Sharing
Reporting and
Situational Awareness

Single POC – Voluntary
Reporting

Standardised (single truth)
Incident Reporting ★

Product distribution
MOE ★

Operations
Incident Response
(Maritime Response
Awareness)

Operational Response Coord
- 911
Local Real time warnings

Identify Lessons observed.
Applicability to other areas.

Communications/AIS.

Intelligence

Reduce the time between
Discovery & Disclosure

Increased focus on Incident
Reporting & Prediction. ★

Product Alignment ★
JMIC/EU/MTO/IO/DCOC.

**Building Trust Across
Stakeholders**

Operational WG
SHADE

Deepen relationships with
Industry stakeholders.

Tailor regional exercise
planning and execution

Media Messaging

Clear messaging on the
situation and operations.

MEDIUM
In a 3–6 month
timeframe

Adopt BMP maritime
Lexicon. ★

Data requirements &
retention

Develop methodology to
report meaningful regional
statistics and analysis

What to prepare for next?

Support BMP
Maritime Security ★

Review/update Routing
Guidance

Product Distribution

Solicit regional Flag State
support.

Enhanced discussions to
discretely address sensitive
issues.

Aligned messaging across
military
stakeholders/industry
stakeholders

LOW
Before Next SHADE

Establish KPIs with
accountability.

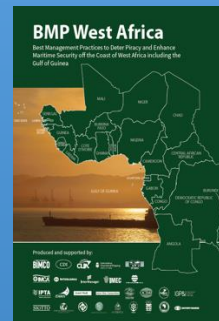
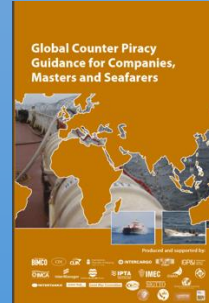
Establish a Civ/Mil to develop
response plan to large scale
emergency in conflict areas.

Establish consistent
terminology to be used for
threat analysis & regionally
agreed statistics.

Consolidate SHADE as the
forum for operational
discussions for region,
industry, and international
navies.

Establish maritime messaging
as a strategic responsibility.
Secure alignment across all
stakeholders.

Maritime Security Documents



others

Maritime
Security