The Oil Companies International Marine Forum (OCIMF) has introduced new guidelines for the safe mooring of tankers and gas carriers at terminals. A Mooring System Management Plan (MSMP) is part of the requirements to ensure risks are managed through the safe design and operation of mooring systems. Learn more about the MSMP in this technical news.

If the vessels’ management of mooring lines is not as per the policy and/or as outlined in the Line Management Plan (LMP), an observation will be recorded by the vetting company. Please refer to the updated SIRE Vessel Inspection Questionnaire (VIQ7), Ship Inspection Report, OCIMF, 17 September 2018.

**MSMP is an OCIMF and not a class guideline or requirement**

However, there may be cases where the new OCIMF guideline will require a breaking load of mooring lines exceeding what is or has been guided by class according to existing requirements. Should this be the case, we recommend that you discuss with class on how this may be handled.

DNV GL can assist owners and managers in establishing a mooring equipment design philosophy, performing mooring force calculations, optimizing mooring arrangements, determining the necessary number and strength of mooring lines, and preparing the MSMP based on the MEG4 guidelines.

**Recommendations**

DNV GL recommends to implement the OCIMF guidelines on MSMP as soon as possible. The MSPM will be subject to vetting control.

**References**

- Mooring Equipment Guidelines 4th edition (MEG4), OCIMF 2018
- Ship Inspection Report (SIRE) Programme, VIQ7, OCIMF 2018
- Safe mooring service page

**CONTACT**

Class related issues (for customers):
DATE – Direct Access to Technical Experts via My Services on Veracity.
Otherwise:
Email us at Ship Lifecycle Management