

INTERTANKO EUROPEAN PANEL MEETING

German Vetting Perspective - Exchange of Views



Capt. Christian Suhr, Chairman VDR Tanker Committee
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VDR Verband
Deutscher
Reeder

Are there changes in vetting since last year?

- We noticed no remarkable changes or improvements in the vetting culture
- Successful Ship Inspections still not resulting in a clear confirmation of Oil Majors' „Acceptance“
- Statements „ We require no further information at this time about the vessel“ are too vague
- If a vessel is accepted to carry cargo into the US-Gulf that does not mean that she will be accepted also for California
- Vessels are vetted each and every time that they are offered, provided Oil Majors have a „commercial interest“

Trends in Vetting interpretation and consequences

- A Group of shipmanagement companies was entirely penalized after one of their members did not pass a TMSA audit successfully, despite separate DOCs
- Different standards in interpretation of SIRE statistics between Oil Majors and due to diverse cultures
- Decreasing knowledge and experience of inspectors
- Reduction in vetting intervals from normally six months to now realistically four months increases crews' workload and budget expenses
- Obviously, number of office audits are decreasing

History of OCIMF SIRE Programme

- 1993 – OCIMF established the SIRE Programme
- 1997 – Introduction of the Uniform Vessel Inspection Procedure and Vessel Particular Questionnaire
- 2003 – Introduction of a Harmonised Vessel Particulars Questionnaire (HVPQ)
- 2011 - Vessel Inspection Questionnaire (VIQ) was amended to navigation procedures and cargo / ballast handling operations
- 2013 - Further major revision of VIQ
- 2016 - 1st of February 2016 latest revision of VIQ

Chemical Distribution Institute (CDI)

- 1994 – Founded as an independent, non- profit chemical industry organisation
- Responsible for the administration of a newly established Inspection Scheme for tankers carrying chemicals and chemical gases
- Questions of the Ship Inspection Report cover **Statutory**, **Recommended** and **Desirable** items with reference to IMO,ISO,ILO and industry best management practises
- Possible answers are YES, NO or N/A with free text
- Statutory questions **MUST** be answered with **YES**

Objectives of SIRE and CDI Inspection Programmes

- Both inspection schemes have been introduced mainly to maintain and improve the quality and safety performance of marine transportation for the oil and chemical industry and to eliminate sub-standard shipping
- The uniform inspection procedures shall reduce the number of individual company inspections and ease the workload of vessels' crews
- Inspection results are made available to interested oil or chemical companies, which then shall not need to conduct own inspections of vessels in question

Have these objectives been met?

- During the recent years many ship owners and managers experienced an alarming trend:
- Many oil companies developed their own individual requirements in excess of the uniform vessel inspection procedures
- Consequently, the global and holistic approach of a harmonised inspection scheme has not been achieved
- Many Charterers are still not accepting the Intertanko Model Vetting Clause and due to their commercial power, they are demanding terms which are not in line with the SIRE programme and can lead to unnecessary Off Hire

Experienced problematic areas

- Tankers classed as oil **and** chemical tankers have to follow both SIRE and CDI inspection schemes, resulting in increased inspections, causing fatigue of the crews
- In short sea trades vessels have problems to comply with STCW and MLC rest hours requirements
- Requirements to the Officers' Matrix differ from company to company, creating problems in the safe manning of the vessels and making promotions on the management level very difficult
- Some oil companies demanding own inspections and additional Terminal inspections are increasing

Experienced problematic areas (cont.)

- Some oil companies refuse vetting inspections in various trading areas , i.e. West Africa
- Availability of inspectors is decreasing
- Quality and experience of inspectors need to be improved, some using their own interpretation, leading to additional findings
- Vetting inspections on short notice are difficult but discharging ports are often nominated in last minute
- Some ship managers have the feeling that the result of a vetting inspection depends on the oil company's located vetting department

Additional Influence to Vetting results

- Companies' TMSA uploaded entries are evaluated
- Data in Equasis and Q88 will be monitored
- PSC records are taken into account
- Press and intelligence services' reports are checked
- Social Media is getting more and more important
- Companies' specific programmes, i.e. SHELL Maritime Partners for a „Zero Incident Industry“

- Have you made similar experiences and/or others?
- Your Views are very much appreciated!

- **Thank you for your Attention!**