

INTERTANKO Vetting Committee

Athens – 4th April 2017



Agenda.

- **Audited Inspections**
- **SIRE User Group**
- **TMSA**
- **SIRE Performance.**
- **Data mining and webservices.**
- **VIQ Revision**

Audited Inspections.

- Failed audits created problems, as no report is produced.
- Ship operators become reluctant to have audits conducted on board their vessels.
- Both ship operator and submitting member left empty handed, with commercial impacts.
- Plan to change system, so that in the event of a failed audit, then the auditor will complete the inspection and produce the report.
- Audited inspection will become a 'supervised inspection', although the name 'Audit' will be retained.
- Auditor will have the authority to intervene and ask additional questions whenever he wants.
- Even in event of 'fail' the inspector will complete the report and transmit it to the auditor, who will then check and upload.
- Went live in September 2016.

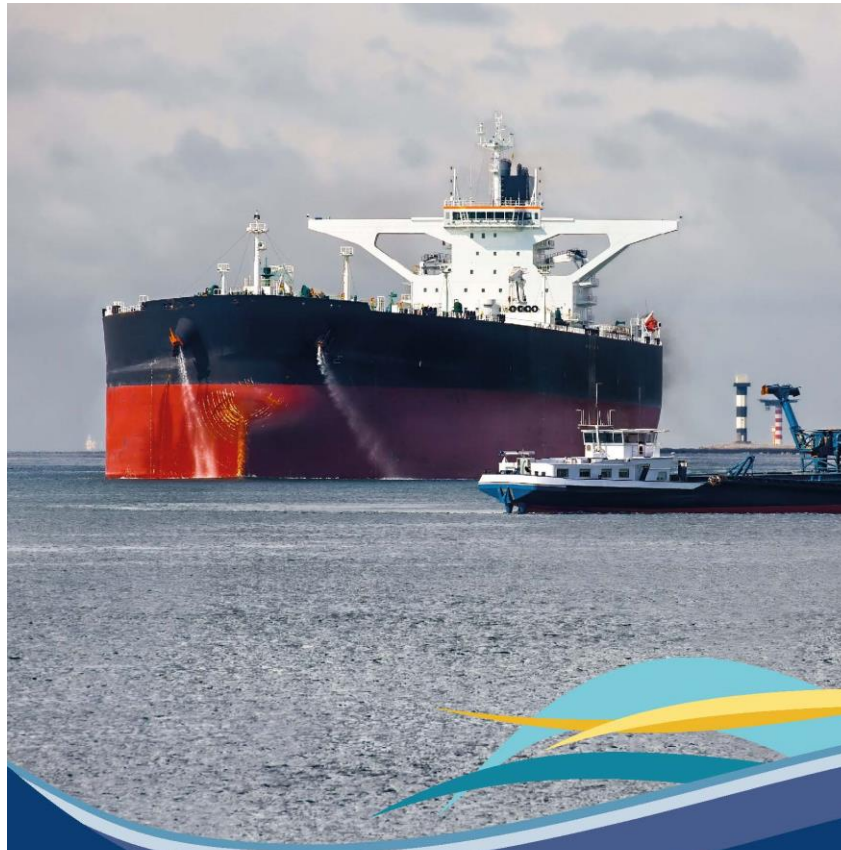


SIRE User Group.

- SIRE Focus Group is limited to 12 members.
- About 5 years ago, a SIRE User Group was set up.
- All OCIMF Members, recipient members, SIRE Inspectors and Third Party Vetting Contractors are invited to attend this meeting.
- Expanded now to include ship operators
- Meeting in Dubai in January was first to include ship operators
- Next SIRE user group meeting in Singapore on 6th September 2017.



Tanker Management and Self Assessment (TMSA 3)



Tanker Management and Self Assessment ³

A Best Practice Guide

Third Edition 2017



Tanker Management and Self Assessment (TMSA 3)

- TMSA 3 will be available to purchase and to use from 10 April 2017.
- Log in to www.ocimf-sire.org/default.aspx or buy the book from www.witherbyseamanship.com.
- From 10 April 2017 TMSA 3 will go live and until 31 December users will have the option to choose whether to continue using TMSA 2 or to start using TMSA 3.
- When using TMSA3 for the first-time users will have the option to start a new TMSA, or they will be able to transfer the data from TMSA2 to the relevant TMSA3 questions and complete the missing KPIs.
- For assistance on how to do this please see *Updating Existing TMSA Documents* or click the help tab in the programme.
- From 1 January 2018 all remaining TMSA2 reports will be frozen and will need to be transferred into TMSA3 in order to be updated.

Why revise TMSA?

TMSA has been updated to provide clarity, improve consistency, make conducting the self-assessment easier and promote continuous improvement.

Update

- To reflect **changes in legislation and best practice** – TMSA 2 was published July 2008

Clarify

- To encourage a more **unified interpretation** of the KPIs.

Improve universality to all vessel and company types

- TMSA is now used right across the industry from small barge companies to the largest fleets. **One document to suit all**

Continuous improvement

-is an integral requirement of TMSA

Key changes in TMSA 3



- Expanded best practice guidance to complement the KPIs.
- Revised best practice guidance to remove ambiguity and duplication.
- Streamlining and merging of elements to improve consistency and make conducting the self assessment easier.
- Removal of the option to mark KPIs as not applicable.
- Introduction of updated industry legislative requirements, including the Manila Amendments to the Maritime Labour Convention 2006, the Polar Code and the Ballast Water Management Convention.

Key changes in TMSA 3



- Revised Element 6 and 6A - Cargo, Ballast, Tank Cleaning, Bunkering, Mooring and Anchoring Operations, with additional KPIs and best practice guidance.
- Revised Element 10 – Environmental and Energy Management (previously Environmental Management) incorporates the OCIMF *Energy Efficiency and Fuel Management* paper that was a supplement to the 2nd edition of TMSA 2.
- New element: Element 13 – Maritime Security.
- Continuous improvement – 25 KPI's have been moved from a higher to a lower level (4 to 3, 3 to 2 etc) and 85 New KPI's have been introduced. There are 19 more KPIs than TMSA2.
- The TMSA programme will continue to evolve with time. New KPIs may be added and best practice guidance updated in future editions.

SIRE Performance



SIRE Programme Participants

The table below shows the numbers and types of the participants registered in SIRE in 2016:

Type of Participants	Number of new organisations registered in SIRE in 2016		Total number of registered organisations as at 31/12/16
Submitting Members	5		91
Recipient Members	13		225
Port State Controls	6		61
Vessel Operators	246		2013
Inspectors	Cat 1	37	501
	Cat 2	0	2
	Cat 3	35	124
Third Party Vetting Contractors	0		13

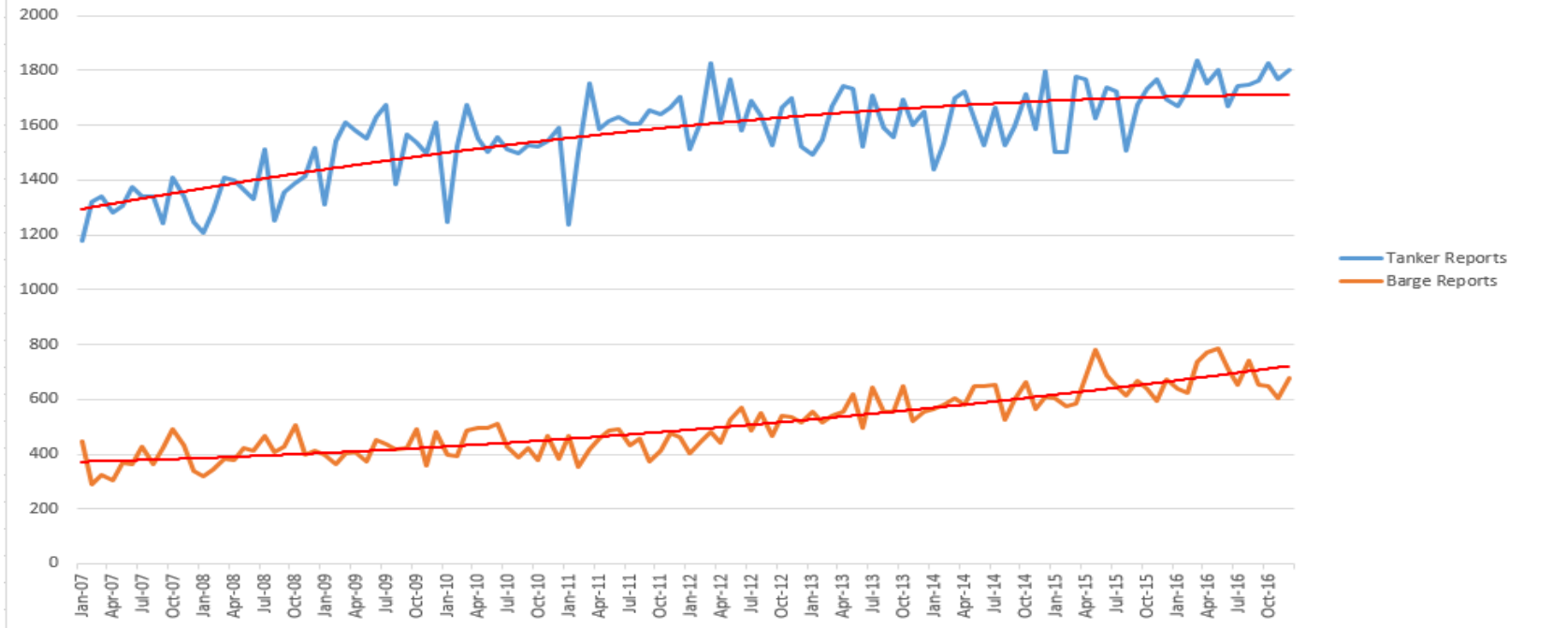
SIRE Programme key Statistics

2016 SIRE Key Statistics			2015 SIRE Key Statistics			2016/2015 Comparison	
Name	Tanker	Barge	Name	Tanker	Barge	Tanker	Barge
Inspection reports requested	142884	24136	Inspection reports requested	125972	18846	13.43%	28.07%
Inspection reports submitted	21108	8244	Inspection reports submitted	20002	7735	5.53%	6.58%
Inspection reports requested by PSC	968	2	Inspection reports requested by PSC	739	0	30.99%	
Total vessels registered	20227		Total vessels registered	26189		-22.77% **	
Vessels registered less than 12 months old	1453		Vessels registered less than 12 months old	1638		-11.29% **	
Reports less than 12 months old	21103	8244	Reports less than 12 months old	20002	7735	5.50%	6.58%
Reports 12 to 24 months old	20002	7735	Reports 12 to 24 months old	19121	7143	4.61%	8.29%
Distinct vessels inspected in 12 months	8595	6722	Distinct vessels inspected in 12 months	8290	6549	3.68%	2.64%
Ratio of reports to vessels	2.46	1.23	Ratio of reports to vessels	2.41	1.18	2.07%	4.24%
Number of Particulars	10385	5832	Number of Particulars	9653	5083	7.58%	14.74%
Number of particulars submitters	1174	231	Number of particulars submitters	1079	153	8.80%	50.98%
Number of particulars less than 12 months old	9335	5226	Number of particulars less than 12 months old	8932	971	4.51%	438.21%

** Data cleanse carried out in November 2015

SIRE Report Submissions

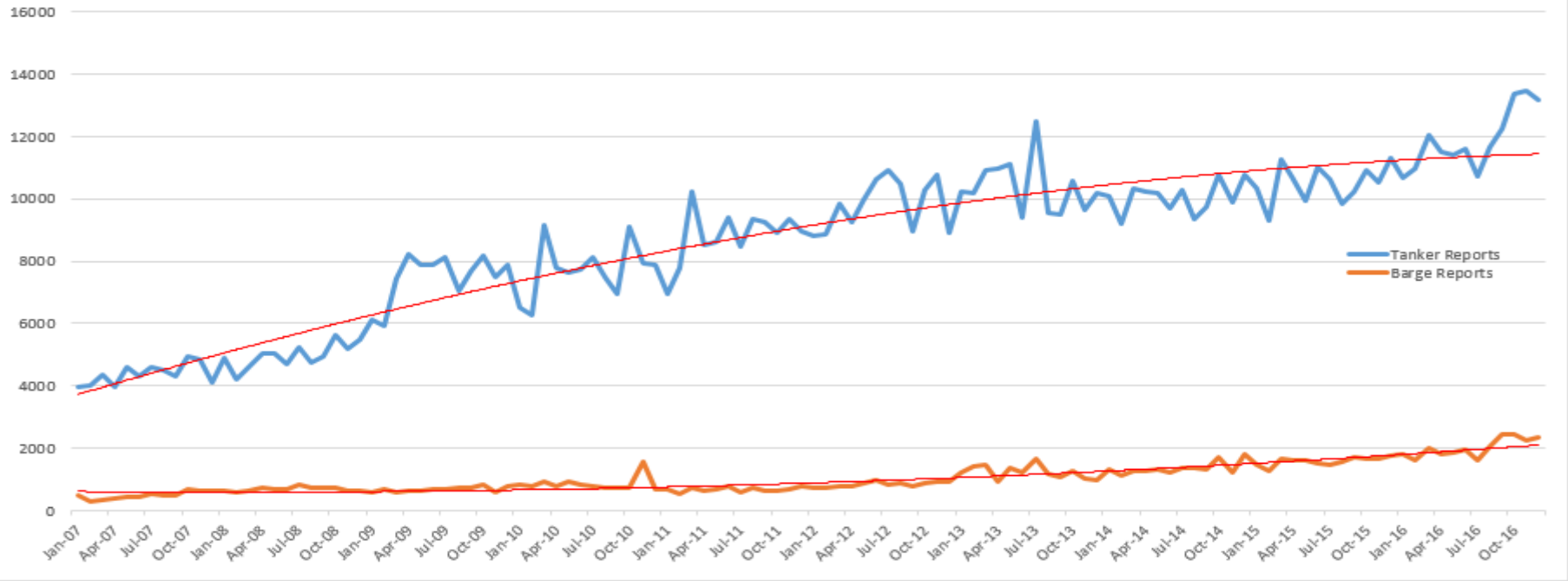
**Number of SIRE Tanker and Barge Reports Submitted Per Month
Jan 2007 to Dec 2016**



	2009	2010	2011	2012	2013	2014	2015	2016	Average Annual Increase
Tanker Reports	18505	18253	19195	19662	19511	19437	20022	21108	+2.46%
Barge Reports	4993	5241	5278	5961	6762	7241	7751	8244	+7.93%

SIRE Reports Downloads

**Number of SIRE Tanker and Barge Reports Downloaded Per Month
Jan 2007 to Dec 2016**



	2009	2010	2011	2012	2013	2014	2015	2016	Average annual increase
Tanker Reports	89822	92577	105775	117726	124780	120578	125837	142884	+6.01%
Barge Reports	8068	10318	8091	10057	14813	16204	18853	24136	+17.27%

SIRE Data Mining Tool and Webservices.

- Data Mining tool has been in existence for about 4 years.
- Information has been provided to INTERTANKO on a quarterly basis.
- Datamining will now be available to all ship operators.
- Will be able to compare against global data set.
- There will be the ability for INTERTANKO members to nominate themselves as members.



SIRE Data Mining Tool and Webservices.

- Ability to compare their performance against both Global data set and INTERTANKO data set.
- INTERTANKO secretariat will be able to view the data, but only the global set and the INTERTANKO data set.
- Secretariat will not know which members have selected INTERTANKO.
- Webservices for ship operators will be launched at the same time.
- Ability to take their reports in data feed format.



VIQ Revision.

- Current VIQ is being completely revised.
- Workshops being held to review the question set, one already held and another on 11th April.
- Already question set reduced by a net 80+ questions.
- Link to TMSA to be established
- Time line, early 2018.



A Voice for Safety

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